

GRAIN DEALERS' JOURNAL

Published on the 10th and 25th of each month by the Grain Dealers Company.

Vol. XIV. No. 5.

CHICAGO, ILL., MARCH 10, 1905.

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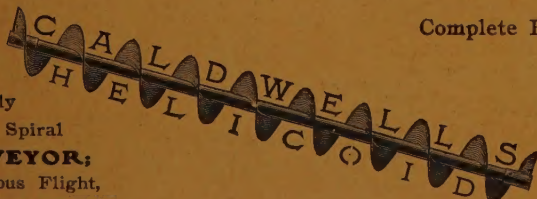
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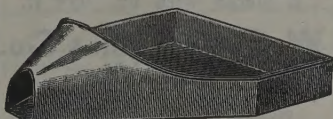
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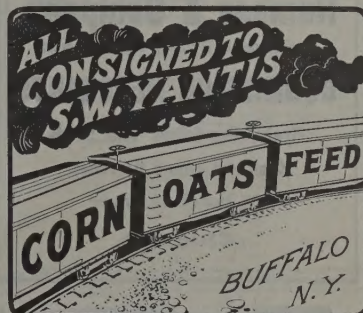
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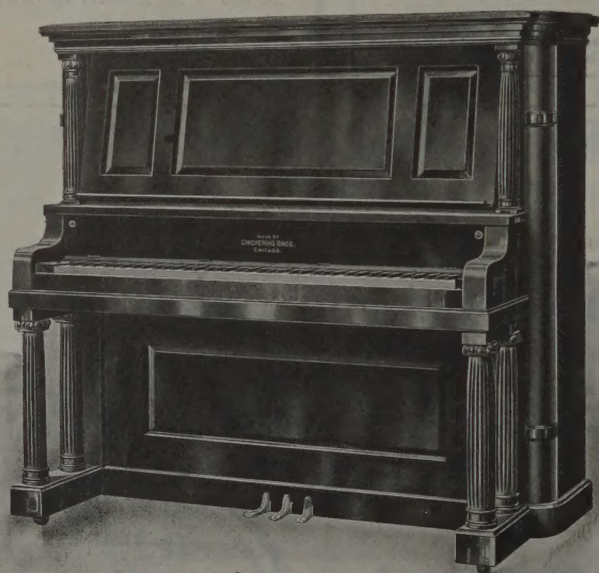
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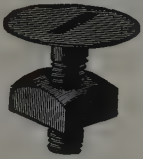
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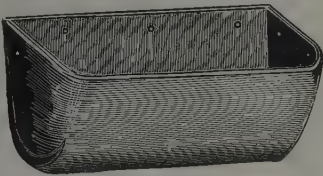
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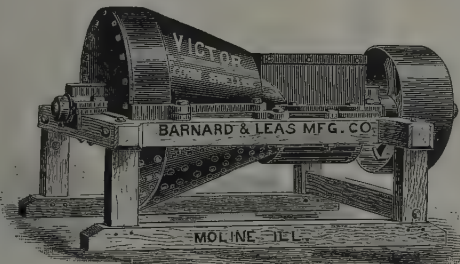
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**707 TACOMA BUILDING
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Machines to Handle Your Corn

The VICTOR CORN SHELLER

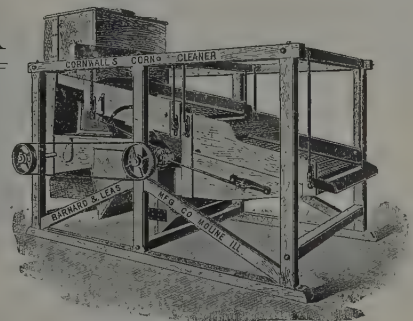


The most reliable sheller in use. It is the standard throughout the country and has no equal for durability and capacity.

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Will thoroughly clean the corn after it leaves the Sheller. It has a patent finger sieve which will not clog and will remove the small cob ends and pieces of cob always present in corn cleaned by other machines. It has other valuable features which our latest circular describes fully.

We also make other Shellers and Cleaners and a full line of Separators, while we furnish everything needed in the Elevator line.

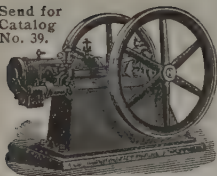


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BUILDERS OF ELEVATORS
and ELEVATOR MACHINERY

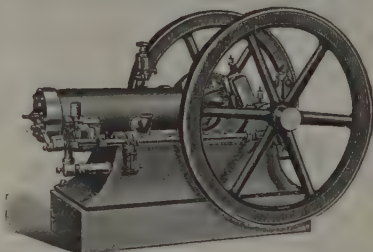
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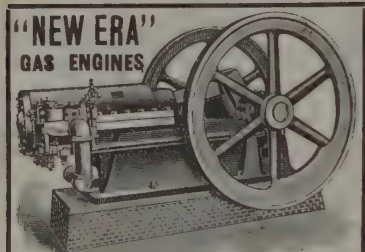
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From 1 to 30 H. P.

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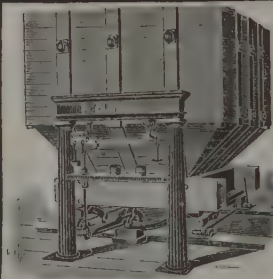
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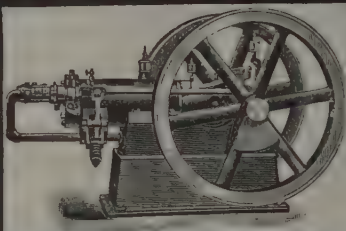


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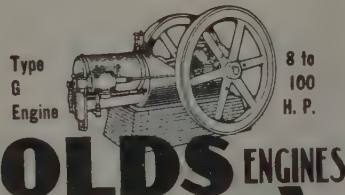
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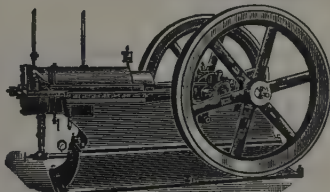
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You are well pleased if your engine is a
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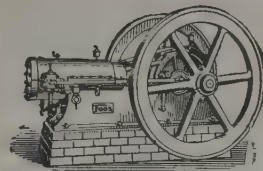
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Would you value the wisdom of the
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Then just as surely must you choose the
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No battery to start or run. The original
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Driven parallel with engine shaft. No
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Have You a Boss Loader?

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Gentlemen:—Please find enclosed check for car loader.

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We like the loader fine.

Respectfully, HOPWOOD BROS.



time it helps the grade by polishing the grain and blowing out the light dust without any ap-
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MAROA MFG. CO., Maroa, Ill.

"The Special Car Mover"

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Does not work on rail and expend its power at
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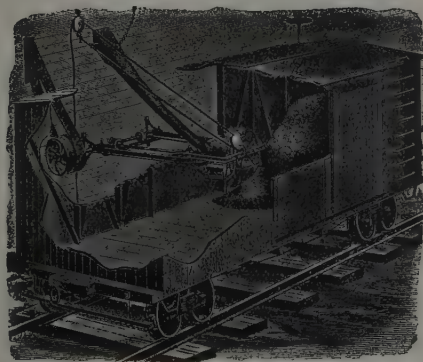
Leads in its line. Carries grain from chutes
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The new plan rope-drive connections furnished
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Will fill each end of the
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Has a capacity of 6,000
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A perfect success.

Write the inventor and
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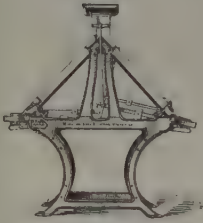
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They are: Simple, because they are not complicated or intricate.
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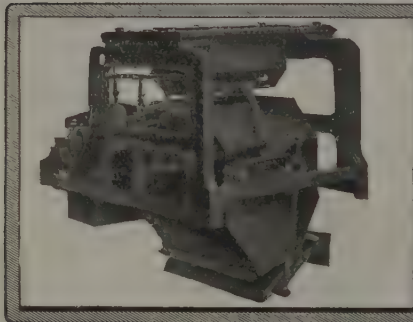
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No. 62 is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets. 100 white perforated sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets, each ticket being printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per Bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. It is intended that a sheet of carbon shall be placed between the white and manila sheets, so that altho the weigher tears out a ticket and gives to each driver, he retains a facsimile of each scale ticket given out. 800 tickets in each book, Price \$1.25.

Grain Dealers Company,
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A new scale book that saves time and prevents errors. It is 12x12 inches, contains 225 pages and has room to record 7,425 loads.
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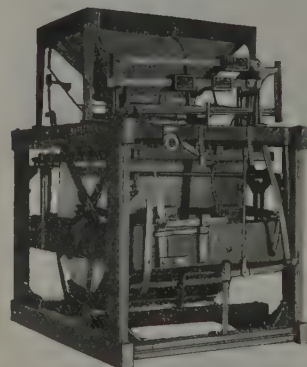
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You can find a good location for your new elevator by placing a liner ad. in the "Wanted" columns of the Grain Dealers Journal. The cost is 15c per line each insertion. Try it.



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For Weighing Grain into Cars, Bins or Sacks

Here is an Automatic Scale that is guaranteed to weigh grain accurately. We do not mean by this that it weighs within a pound or two on each draught, we mean

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Modern Grain Elevator Machinery

**ELEVATOR BOOTS
ELEVATOR BUCKETS
TURN HEADS
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FLEXIBLE LOADING SPOUTS**

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GRAIN ELEVATOR BUILDERS.

We Build Elevators

ANY SIZE
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STYLE
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FULL LINE OF ELEVATOR AND MILL
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GRAIN
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Any Style and Capacity
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22 Elevators Built Last Year

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ELEVATOR**

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Grain Dealers' Scale Tickets

This scale book contains 100 pages 8x11½ inches. Each page contains 5 scale tickets and 5 stubs, giving the book a capacity of 500 loads of grain. Each scale ticket is ruled for Number, Date, Load of, From, To, Gross, Tare and Net pounds, Net bushels and pounds, Dollars and Cents, Due to or order and weigher. While the stub is ruled for Hauler, Load of, Number, From, To, Weighed, Date, Gross, Tare and Net pounds, Net...bushels...pounds, Price, Dollars and Fees. It is printed on manila paper bound in heavy board covers and pages are perforated so that tickets can be removed from book quickly and without tearing them.

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IF INTERESTED WRITE FOR PLANS AND ESTIMATES ON YOUR WORK.

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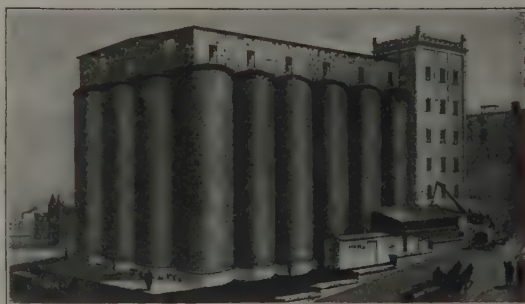
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tion now in use.

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JOSEPH SCHLITZ BREWING CO.

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Contractors

Grain Elevator Department

1811 Fisher Building

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Complete Grain Elevators and Flour Milling Plants

Designed, erected and equipped ready for operation. PLANS drawn to suit any location and **ESTIMATES SUBMITTED**. Elevators built in either steel, wood or combination materials.

Steel Fire Proof Elevators a Specialty

Write for my late Illustrated Catalog on Grain Elevators. It will interest you.

CORRESPONDENCE SOLICITED

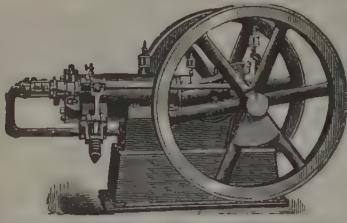
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ARCHITECT

AND MECHANICAL ENGINEER
SPRINGFIELD, Mo.

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Sole State Agents HOWE Gasoline Engines. Special Agents HOWE Scales.

MANUFACTURERS OF
Elevating, Conveying and Power
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Complete Equipments for Grain
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Warehouse: OMAHA, NEBR.
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"Please discontinue my advertisement
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could have sold one-half dozen en-
gines if I had them."

If You Don't
buy your goods of us
We Both Lose Money
Complete line of
**ELEVATOR MACHINERY AND
SUPPLIES**
H.L.Thornburgh & Co.
Chicago, Ill.



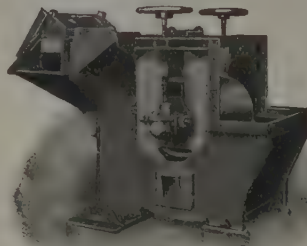
"New Era"

Passenger Elevators are not only a convenience but a necessity in well-equipped grain warehouses.

Easy to operate.
Durable, Safe.
Cheap as a stairway.

No bother. Time, money and labor savers. Write us for lowest prices and description.

Sidney Elevator Mfg. Co.
Sole Manufacturers
SIDNEY, OHIO



16 inch pulley—16 inch face.
NON-CHOKING.

Send for
Catalogue "D"

7 REASONS WHY

you need the

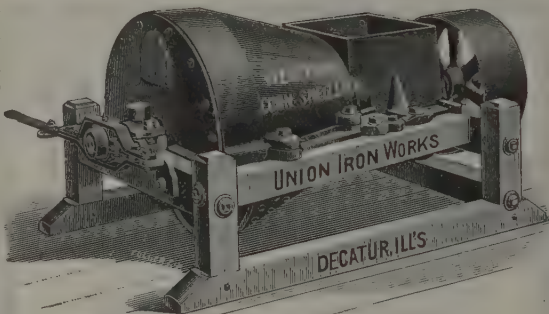
HALL NON-CHOKABLE BOOT!

- 1.—It saves mixing and spoiling grain in pit clearing chokes.
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- 3.—It doubles the amount elevated.
- 4.—It doubles the life of cups and belts.
- 5.—It renders four-fold service.
- 6.—It requires one-tenth care, trouble, labor.
- 7.—It consumes less power and has no moving parts. Besides, its automatic.

SENT ON TRIAL.

HALL DISTRIBUTOR CO.

222
First Nat. Bank Bldg
OMAHA, NEB.



"Western" Warehouse Sheller



"Western" Shaker Cleaner

Do You Intend to Build an Elevator this Season?

If so, correspond with or see the

UNION IRON WORKS

DECATUR, ILL.

Plans to Suit Each Location by a Licensed Architect

Manufacturers of the justly celebrated WESTERN MACHINERY—Corn Shellers,
Corn Cleaners, Elevator Heads and Boots, Pulleys, Boxes, Shafting, etc.

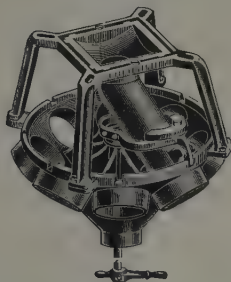
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The GRAIN DEALERS JOURNAL

GRAIN ELEVATOR SUPPLIES.

261

THE HALL SIGNALING DISTRIBUTOR IS UNIQUE.



6-inch, 8 ducts.

NON-MIXING.

Saves its cost (sometimes in one day) from grain mixed in distribution.

Lasts forever.

Signals operator

"Bin Full" or "Spout Clogged."

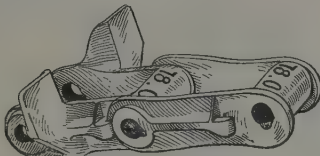
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Hall Distributor Co.

222 First Nat. Bank Bldg. OMAHA, NEB.

THE A. H. R. Special Grain Feeder Chain No. 78.



The Strongest in the United States for Grain Feeders.

A. H. RICHNER Patentee and Manufacturer

606 South Water Street, Crawfordsville, Ind.

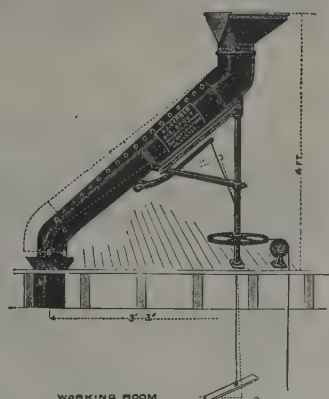
Wagon Loads Received FORM 380

For the use of country grain buyers in keeping a record of grain received from farmers.

It is 9 1/2 x 12 inches, contains 180 pages, giving room for records of 3,000 loads. Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents, and Remarks. The book is printed on Record Linea Ledger Paper and is well bound in strong board covers, with leather back and corners. Price, \$1.50.

GRAIN DEALERS COMPANY

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J. J. GERBER

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On cards.

Clark's Wheat Tables for reducing wagon load weights to bushels reduce any number of pounds up to 4,000 to bushels of 60 lbs. each.

In addition to the regular reduction table, 4 dockage tables showing the dockage on any quantity up to 4,000 lbs., at 1, 2, 3 and 5 lbs. dockage are given. Also a table for reducing any quantity flaxseed, rye or shelled corn up to 4,000 lbs. to bushels of 56 lbs.

Printed in 2 colors on heavy Bristol board with eyelet to hang beside scale beam. These six tables will be sent, prepaid, for 50 cents.

Grain Dealers Co.

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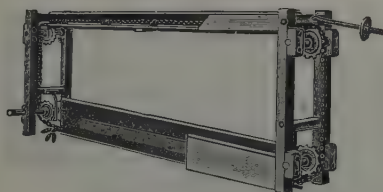
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SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

ELEVATOR SCALES—We make a specialty of wagon, portable, platform, dormant, hopper and warehouse scales. Send for our latest catalog of elevator scales. Osgood Scale Co., 305 Central St., Binghamton, N. Y.

FOR SALE—30 sets of 42,000-pound Fairbanks-Morse Compound Beam Hopper Scales, as good as new. Can furnish framing timbers with these scales. Prices on application. Trans-Mississippi Grain Co., 532 Bee Bldg., Omaha, Neb.

FAIRBANKS STANDARD SCALES at 70-80 per cent discount. New. Don't pay any more; don't buy second-hand scales when you can get the genuine Fairbanks Standard, new, for less money. Address, for particulars, P. O. Box 194, Chicago, Ill.

ELEVATOR AND MILL SCALES for sale. Our Hopper, Wagon, Warehouse and Railroad Track scales are recognized by successful grain operators as the STANDARD for accurate weights. Not controlled by a trust. Address Des Moines Scale & Mfg. Co., Des Moines, Ia.

HELP WANTED.

YOU CAN get a good situation if you will watch this column, for grain men desiring help make their wants known here.

YOUNG MAN wanted for Hay, Grain & Produce business, capable of taking full charge of country warehouse. Must be well recommended and invest \$2,000.00 in company. Very healthy climate; splendid chance for right party. Yakima Valley Trading Co., Mabton, Wash.

YOUNG MAN wanted who can compose a strong letter and write a plain, bold hand. One who has had experience keeping books and correcting lists of grain shippers preferred. Give experience and references. Address H. & M., Box 5, Grain Dealers Journal, Chicago, Ill.

CIFER CODES

We carry the following cifer codes in stock and can make prompt delivery.

Robinson's Cifer Code, cloth	\$1.50
Hay and Grain Cifer Code	1.00
A. B. C. Code, 5th Edition	7.00
Baltimore Export Cable Code	8.00
Companion Cable Code	5.00
Riverside Code, 5th Edition	3.00
U. S. Cifer Code	3.00
Revised Economy Code	3.00
Stewarts International Code	.25

For any of the above, address
GRAIN DEALERS COMPANY,
255 LA SALLE ST., CHICAGO, ILL.

HAY WANTED.

TIMOTHY HAY and clover and timothy mixed hay wanted. Address John Wade & Sons, Memphis, Tenn.

WE want your next consignment of HAY and STRAW. Address R. F. Morrow Commission Co., Chicago, Ill.

HAY WANTED.—We buy hay f. o. b. your track and handle on regular commission of 50c per ton. Write us. National Grain & Hay Co., Indianapolis, Ind.

OUR COMMISSION, 50 cents per ton. It will pay you to send for our mkt. report. If you have straw to sell, quote us. E. K. Lemont & Son, 465 Bourse Bldg., Philadelphia, Pa.

INDIANAPOLIS, IND.—We give personal attention to all details affecting shippers interests. Consign your Hay to The Hunter Co., 61 Board of Trade. Members Nat. Hay Ass'n. Write for letter.

HAY WANTED. We want your consignments of Hay, Straw and Grain and assure you top market prices and quick returns. Will advance reasonable amounts. National Warehouse & Storage Co., St. Louis, Mo.

GRAIN WANTED.

MILLING BUCKWHEAT wanted. Address H. J. Klingler & Co., Butler, Pa.

GOOD MILLING WHEAT wanted. Kingfisher Mill & El. Co. Kingfisher, Okla.

GOOD MILLING BUCKWHEAT wanted in car load lots. Write for price. Address Johnson & Son, Goshen, Ind.

EAR CORN WANTED in car lots. Also oats, rye, hay and tangled rye straw. Address Johnson & Son, Goshen, Ind.

CONSIGNMENTS wanted of hay and corn; also prices delivered at Louisville and Lebanon Junction, Ky. Samuels Hay & Grain Co., Lebanon Junction, Ky.

WANTED—Frosted spring wheat, No. 1 and No. 2 rye, spring and winter bran in bulk and sacked. Send us samples with prices delivered Philadelphia basis. H. G. Anderson & Co., Buffalo, N. Y.

GRAIN WANTED—We handle everything in the grain line. Have outlet for off-grades. Send us your consignments and we will guarantee you satisfaction. Address National Grain & Hay Co., Indianapolis, Ind.

NEW YELLOW EAR CORN wanted. Also all grades new and old shelled corn, oats, and etc. I am a steady buyer car lots for direct shipment from interior points. Address J. C. Mitchell, 255 La Salle St., Chicago, Ill.

PROPOSALS FOR FORAGE—Office Isthmian Canal Commission, Washington, D. C., Feb. 28, 1905. Sealed proposals, in triplicate, will be received at the office of the Purchasing Agent, Isthmian Canal Commission, Washington, D. C., until 10:30 o'clock a. m. March 30, 1905, and will be opened for furnishing

179,000 Pounds Hay,
53,000 Pounds Yellow Corn,
78,000 Pounds Western Oats.

Blanks and full information may be obtained from H. J. Gallagher, Major U. S. Army, Purchasing Agent, Washington, D. C.

OUR BAGS ARE POPULAR

They help to sell the product—popularize the "brand":
NONE made that look or wear better.

WRITE FOR PRICES TODAY.

MILWAUKEE BAG CO., Milwaukee, Wis.



SEEDS FOR SALE.

HUNGARIAN Seed for sale. Write for samples and prices. Address C. E. Nichols & Co., Lowell, Ind.

SEED CORN, choice selected Leaming and Silver Mine; tipped and shelled. \$1.00 per bu. W. C. Mottier, Gibson City, Illinois.

STOCK PEAS for sale. Several cars whips, clays, blacks and mixed stock peas. Special prices. Address Sledge & Wells Co., Memphis, Tenn.

MILLET, CANE SEED, Kaffir Corn, Alfalfa, Blue Grass and all kinds Grass Seed for sale. Address J. G. Peppard, Station A, Kansas City, Mo.

WESTERN HEADQUARTERS for Alfalfa, Clover, Timothy, Millett, Sorghum and Kaffir Corn. Write for prices. Missouri Seed Co., Kansas City, Mo.

ALFALFA SEED—Highest award at St. Louis Exposition; also have cane, Kaffir corn and other farm seeds. Write for prices. McBeth & Kinnison, Garden City, Kans.

CARLOADS AND LESS: Red Clover, White Clover, Alsike, Kentucky Blue Grass, Red Top and Orchard Grass. Samples and quotations gladly furnished on application. Address W. H. Small & Co., Evansville, Ind.

SEED CORN, OATS AND BARLEY. Write for wholesale prices. I grow my own seed. Special attention given to growing the best standard varieties of corn and Silvermine oats; rust proof. G. M. Gwynn, Essex, Iowa.

SWEDISH OATS, large, white, 36 to 40 lbs. to bu.; 100 bus. per acre; not easily blighted. Thousand-headed kale, best known fattener for sheep; 100,000 pounds per acre; unaffected by drought. Sand Lucerne, greatest of all alfalfas; does not winter kill; is drought proof; unequaled for forage; can be cut three to six times a season. Send for catalog. Wernich Seed Co., Box D, Milwaukee, Wis.

SEEDS FOR SALE.

SEED FOR SALE, choice re-cleaned timothy, crop 1904. \$1.15 per bushel. Ask for sample. G. C. Miles, 921 Broad St., Grinnell, Ia.

WE ARE buyers and sellers of Clovers, Timothy, Hungarian, Millet, Blue Grass, Red Top and other Field Seeds. Correspondence solicited. **THE ILLINOIS SEED COMPANY**, Chicago, Ill.

EAR SEED CORN to the trade at \$1.00 per bu. sacked. We advertise for you. Send for advertising proposition and catalog which shows recommend from Prof. Holden. Gurney Bros., Elk Point, S. D.

SEED CORN for sale; White, Sweepstakes and White Rose, Yellow, Pride of the West, Alexander and Reed's Yellow Dent; \$1.00 per bu. O. B. C. in sacks, on the cob or nubbed, tipped and shelled. Crated at \$1.50 per bu. Address Alex. James, R. F. D. 1, Shenandoah, Ia.

SEED BARLEY AND SEED OATS.—We have a few cars of choice bluff grown, Up River Barley that is clean, good weight and color. Also a few cars of bluff grown American Banner seed oats. Prices and samples sent upon application. R. E. Jones Co., Wabasha, Minn.

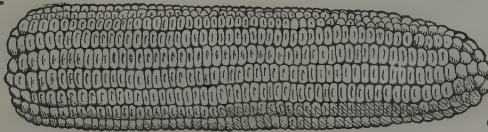
CLOVER, TIMOTHY AND ALFALFA for sale, to the trade. We offer the best kinds that grow. Alfalfa from seed that makes best growth and best adapted to this country. We sell it more reasonably than others, re-cleaned seed at \$12.50 per cwt; Turkestan \$14.75 per cwt; Red Clover \$11.50 to \$12.50 per cwt; Timothy Seed \$2.50 per cwt. We have the genuine article re-cleaned from obnoxious weed seed. Send for sample and firm price. Be friendly. Write us. A. A. Berry Seed Co., Box 105, Clarinda, Iowa.

THEIR AD Brought Business

C. P. & J. LAUSON, Milwaukee, Wis.:

Please discontinue our ad. of engines for sale in the Journal. Our ads in your Journal were very effective.

IOWA GROWN SEED CORN



Direct from the grower—scientifically bred—naturally cured and so selected as to produce a full even crop of corn. Nubbins and half-filled ears are scarce where you plant VANSANT'S SEED CORN. Our Seed Corn is GUARANTEED to grow where any corn will grow. It has the highest germinating power. If you want full weight on the market, or profit in the feed yard, we have seed corn that will produce it. CATALOGUE FREE. Prompt attention to orders. Send orders early.

W. W. VanSant & Sons, Box 36, Farragut, Iowa

SEED CORN IOWA GROWN AND TESTED 99 PER CENT

Iowa Gold Mine, per bushel \$1.25
3 bushels at \$1.20; sacks free. **Iowa Silver Mine**, per bushel \$1.40, 3 bushels \$1.30; or by mail 1 pound 20c, 3 pounds 50c.

Our 25 Offer 300 kinds of Flower Seed, 10 full sized packages of Garden Seed, and a 15-cent seed check good for 15 cents worth of any kind of seed in our catalogue. All packages at 1, 2 and 3 per package. Cut out this ad. and write today. Address to 55 F.

F. C. GRAVES SEED CO., Des Moines, Iowa.

SEEDS WANTED.

WANTED—Alfalfa, Millet, Cane Seed, Kaffir Corn and Timothy Seed in car lots. W. H. Small & Co., Evansville, Ind.

SEED WANTED—All kinds of field, garden and flower seed; quote f. o. b. price; mail samples; state freight to our station. Yakima Valley Trading Co., Mabton, Wash.

AM IN THE MARKET for Medium and Mammoth Clover, Alfalfa Seed, Cane Seed, Early Fortune, German and Broom Corn, Millets. Address J. G. Peppard, Station A, Kansas City, Mo.

GRAIN FOR SALE.

WHEAT, OATS, CORN and ground feed for sale. J. A. Sauer, LeMars, Ia.

MIXED CARS a specialty—flour feed, rye, oats & corn. Send along your order. Goshen Milling Co., Goshen, Ind.

GRAIN FOR SALE—"Phoenix Brand" Poultry Food, "Monitor Brand" Chick Food, Chicken Feed Wheat, Kaffir Corn, Feed Barley and a full line of materials suitable for feeding poultry and pigeons. **THE ILLINOIS SEED COMPANY**, Chicago, Ill.

PURE BRED—FIRE DRIED

SEED CORN

Grown and raised by

R. S. STALL & CO.

Thorntown, Boone Co., Indiana

WRITE FOR CATALOGUE

SALZER SEEDS

600,000

planters scattered the world over are willing to say under oath that Salzer's Earliest Vegetables are from six to twenty days earlier than the earliest of their kind produced from other seedsmen's seeds. Why? Because for more than one-third of a century Salzer's Seeds have been bred up to earliness.

For 35c

1 big pkg	Salzer's Scorching Peas	10c
1 "	Early Bird Radish	10c
1 "	Salzer's Earliest Lettuce	10c
1 "	Earliest Cucumber	10c
1 "	Earliest Beans	10c
1 "	4th of July Sweet Corn	10c
1 "	(Six days earlier than Peep O'Day)	15c
	Total 75c	

Above seven packages of earliest vegetable and flower novelties positively have no equal on earth for earliness. If you wish the earliest, finest vegetables for your home garden or for the market, Salzer's Seeds will produce them every time.

We mail you above seven big packages, together with our great plant and seed catalog, for 35c.

35c Money Order (or Stamps).

LAWN GRASS

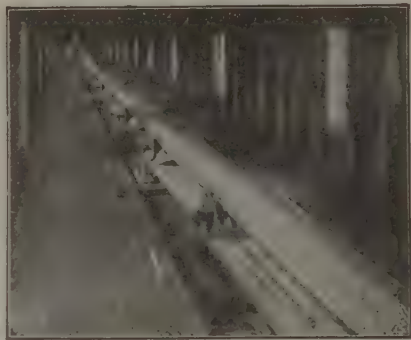
Salzer's Superior Lawn Grass will furnish a thick, velvety sward of grass within six weeks of sowing.

Quart 45c postpaid.

Big catalog alone 5c postpaid.

JOHN A. SALZER SEED CO.,

La Crosse, Wis.



Grain Elevator Machinery

Belt Conveyors	Shafting
Screw Conveyors	Hangers
Car Pullers	Pulleys
Boots	Sheaves
Boot Tanks	Friction Clutches
Buckets	Power Shovels
Belting	Sprockets
Wagon Dumps	Sprocket Chain

STEPHENS-ADAMSON MFG. CO.

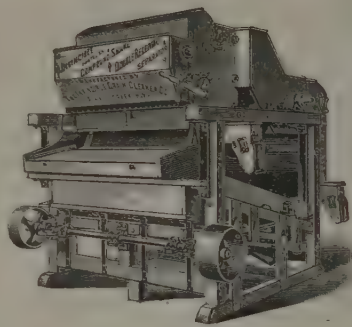
AURORA, ILL.

Chicago Office: First National Bank Bldg.

Phone, Central 4527.

The

**I
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E**



COMPOUND SHAKE DOUBLE RECEIVING SEPARATOR

We build it in all sizes to meet any required capacity. It stands perfectly quiet and steady under motion and does a quality of work that cannot be equalled by any other cleaner built. We also make it of all iron and steel. We have the best and latest improved screen cleaning brush rig. No bothersome screw shafts but a positive, direct and smooth running cleaner.

INVINCIBLE GRAIN CLEANER CO.

Silver Creek, N. Y.

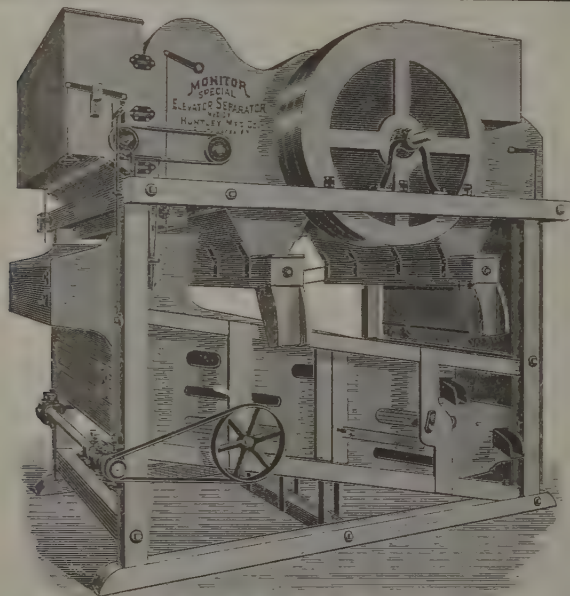
REPRESENTED BY

W. J. Scott, 604 Traders Bldg., Chicago, Ill.
Edw. A. Ordway, 512 Exchange Bldg., Kansas City, Mo.
J. N. Bacon, Balchier Block, Indianapolis, Ind.

N. W. REPRESENTATIVES

Strong & Northway Mfg. Co., Minneapolis, Minn.

Monitor Grain



THE MONITOR SPECIAL Elevator Separator

produces the greatest uniformity and cleanliness of output known to the trade. It does this without wasting or bruising the good grain. It requires but very little power considering its capacity.

It is the most powerful machine on the market and has twice the life of competitive makes, because of the reciprocating and compensating action of its mechanism which eliminates jarring, maintains a permanent balance and minimizes wear. Write today for catalogue.

HUNTLEY MFG. COMPANY

Silver Creek, N. Y.

BRANCH OFFICES:

302 Traders Bldg., Chicago, Ill., F. M. Smith, Mgr.
418 3d St., So. Minneapolis, Minn., A. F. Schuler Mgr.
121 Front St., New York, N. Y., J. W. Perrine, Mgr.
221 Mission St., San Francisco, Cal., F. D. Wolfrom, Mgr.
H. C. Draver, Southwestern Agent, Hotel Savoy, Kansas City, Mo.

Cleaning Machines



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

GRAIN DEALERS JOURNAL

Published on the
10th and 25th of Each Month

BY THE

GRAIN DEALERS COMPANY

255 La Salle Street,
Chicago, Ill.

CHARLES S. CLARK, Manager.

Subscription Rates

To United States, Canada and Mexico
One Year \$1.50; Six Months 75 cents; Single
Copies 10 cents.

To Foreign Countries within the Postal
Union, postage prepaid, \$2.00 per year.

A Red Wrapper on your Journal means
your subscription has expired.

Advertising Rates

furnished on application. The advertising
value of the Grain Dealers Journal as a
medium for reaching the grain dealers and
elevator men of the country is unquestioned.
The character and number of advertise-
ments in its columns tell of its worth.

Letters

on subjects of interest to those engaged in
the grain trade, and trade news items are
always welcome.

Entered at Chicago, Ill., Post Office as
Second Class Matter.

CHICAGO, ILL., MARCH 10, 1905.

SOFT coal stored in large bins greatly increases the fire hazard.

NOW is the time to be friendly with your competitors. Affable cordiality pays handsome dividends.

RULING prices will encourage the farmers of America to show the world that they can produce a little wheat.

HESSIAN fly larvae have been dug up in a number of wheat fields in Nebraska, and judging from some reports, the crop is already killed.

HELPING your farmer patrons to the selection and use of pure seed grain is likely to result in a healthful plant and more grain for your station.

HEREAFTER, according to a famous Baltimore authority, grain dealers will be chloroformed at 80 years. Hustle while you are permitted to remain.

A FEED grinding equipment has proved quite profitable for many country elevator men the past winter and others are installing new mills altho the season is almost gone.

WHEN you have trouble with your gasoline engine tell us about it and how you remedied the trouble, so we may carry the information to your brother dealers and help them to avoid like trouble.

DIRTY corn deserves a discount and always gets it in terminal markets, but too many country shippers fear to discriminate against it.

THE profits earned for owners of first class driers the past season have not equaled the cost of installation in every case, but all are more than satisfied with their investment.

THE corn market is getting more and more attractive to the speculators and cash dealers, and one can readily collect volumes of opinions on either side of the market every day.

RAILROAD rates will never be controlled by the Interstate Commerce Commission until the people force the U. S. Senate to grant the needed legislation. The Senate favors rate discrimination because its friends want the privilege of building up their own industries.

IF CONGRESS cud be induced to give the money now annually wasted in the free distribution of seeds to the improvement of the Government Crop Reports, the country would be much better off, altho thereby the annual crop of weeds and crop experts would be reduced to a minimum.

SO MANY country elevator men are installing improved facilities for ascertaining the correct weight of shipments that the time when every elevator will be properly equipped must be near at hand. Can you afford longer to guess the weight of grain you load into cars?

KANSAS CITY and the grain dealers who ship to that market are very likely to obtain relief from the dual inspection and weighing tax if Senate Bill No. 397, now pending in the Kansas Legislature, becomes a law. One inspection and one weighing dept. are enough for any market. More simply add confusion and expense to the trade without any benefits.

EVERY grain market of importance is now well represented in the advertising pages of the Grain Dealers Journal so that shippers who are fortunate enuf to receive it can readily obtain the names and addresses of commission merchants who are members of the local exchanges. None other in the central markets merit the patronage of wide awake shippers.

THE COE Commission Co., the great bucketshop of Minneapolis, which had wires in many towns in the Northwest, has finally been caught in the meshes of its own trickery, and its affairs will be wound up by the courts. However, it is expected that the very honorable gentleman who selected this name to cover his business will soon appear on some side street with another bucketshop under a new name. Then a fresh crop of suckers will be lured by his promises of fabulous winnings.

THE renter who does not expect to till the same acres this year as last is already preparing to remove the remnants of his crop, and grain dealers who are not on their guard are likely to buy a lawsuit if not disposed to settle with the landlord for the balance of the rent due.

SEED grain specials, which are traversing western states, are sure to result in much benefit to the sections traversed. One train which traveled over the Northwest recently carried the gospel of improved seed grain, careful selection and proper preparation of soil to 13,000 farmers. That work should show up well in this year's crops.

ST. LOUIS voted yesterday to permit the delivery of hard winter wheat on regular contract at a discount of 3 cents. A full report of the action is given in Letters from Dealers, this number. It is thought by some members of the trade that in the course of a year or two hard winter wheat will be accepted on contracts without any discount.

NEW ORLEANS, and especially the Illinois Central Ry., suffered a great loss recently by the destruction of the two large Ill. Central elevators at the Stuyvesant docks. The fire is said to have been caused by friction in the conveyor gallery. The long ropes and gallery belts had been worked to their full capacity. The fire spread and the long warehouses on the land side of the elevators prevented the firemen reaching the flames before they were beyond control. A contract has already been let for the rebuilding of one elevator of wood.

PRIVATE inspection, weighing or sampling buros shud not be encouraged where they come in competition with public buros. The private servant is involuntarily prejudiced in favor of his employer, while a public buro has the most to gain by doing its full duty to all concerned. The sampling buro organized and operated by the Chicago Board of Trade is surely far more reliable and trustworthy than a private buro cud be expected to be, because it is in nowise dependent upon the few, who fail to use it, for its existence.

ELEVATOR men who contemplate making changes and improvements in their elevators or building new elevators this spring will find it to their pecuniary advantage as well as economy of power and labor to consult a builder who makes a specialty of grain elevators. The structures which have been put up in recent years by barn builders and country carpenters without any previous knowledge or experience in this line of work have often cost twice as much as they should, while others have fallen or required an unusual amount of labor in their operation.

SHIPPERS should not permit trunk line carriers a moment's rest until a fair and equitable form of bill of lading has been granted. The trunk line assn. has printed over 500,000,000 copies of the 120 per cent uniform bill of lading, and no doubt will be anxious to work the stock off on unsuspecting shippers.

EDWARDS, WOOD & CO., have not yet been expelled from Minnesota exchanges. But one member of the firm is a member of the Minneapolis Chamber of Commerce, and he spends most of his time in California. The Duluth Board of Trade cannot afford to take any half-way measures. The gentleman representing the firm in that market, who has been convicted of skimming returns to shippers, should not be given a chance to resign. He should be expelled summarily.

CIVIL SERVICE is dead, or rather worse than dead. Even the original bill has been so plastered with amendments by the HONEST politicians who promised the voters so very much, that its own father would not recognize it. During the last campaign both parties promised the voters of Illinois that civil service rules should be rigidly enforced hereafter in all state institutions, but it is to be presumed that the politicians have forgotten their promises and think now only of prospective offices, hence the grain trade must suffer at the hands of the politicians until a new legislature is elected.

LINE COMPANY AGENTS ORGANIZE.

As is reported elsewhere in this issue, a number of line company agents of the Northwest have organized a national assn. of grain buyers, it being intended to confine membership to agents and others working in elevators on a salary.

No doubt the line agents can discuss many problems relating to the management of country elevators to the common advantage of themselves and their employers. Organization has helped elevator owners to a clearer understanding of their opportunities, and no doubt if the American Grain Buyers' Assn. be properly managed it will make its members much more valuable agents to their employers than they have been heretofore. Enlightenment on different difficulties which the country buyer meets frequently cannot help but inure to the profit of his employer. The accident and sick benefit feature will prove especially attractive to agents who have families dependent upon them for support.

It will not be possible for the organization to dictate successfully in the matter of wages or hours of labor. Their members are so widely scattered that while they might act together in declining to work, they could not hope to prevent others from taking their places, hence

any effort along the lines generally followed by labor unions would make it necessary for them to seek employment in another line of business, as no elevator company would knowingly employ even the most competent and experienced men who desired to dictate in these matters.

OVERSTREET & CO.

Notwithstanding our frequent and persistent warnings to grain shippers as to the dangers encountered in shipping grain to firms in central markets which are not represented in the membership of the regular exchanges, shippers have been swindled out of about \$15,000 by a couple of Cincinnati sharpers doing business as Overstreet & Co. This firm bought grain anywhere it could, preferring of course to pay cash on delivery, but having chronic opposition to paying drafts. Cincinnati has a number of first-class grain firms, and some of them go to the trouble and expense of advertising that they are members of the Chamber of Commerce, which would not tolerate for a minute the fraudulent transactions brought to light by the disappearance of the members of Overstreet & Co.

It may be all right to bill grain direct to firms which you know to be reliable and honest, but in dealing with strangers, and especially strangers you do not know to be members of the local exchange, it is much better to consign grain billed to shipper's order with draft attached for the full amount.

GRAIN EXCHANGE RULES. AGAINST SKIMMING.

The rules of the different grain exchanges as noted in letters received from several secretaries elsewhere in this number, do not permit grain commission men to buy in for their own account grain consigned to them for sale on commission without the knowledge and consent of the consignor. This is as it should be.

The oft repeated statement that the rules of every exchange are so lax on this point as to place no restriction whatever on the practice are evidently without other foundation than spite. The defendants in the Duluth case reported in full in the last number claim that the practice was a common one in that market. Evidently they should have amended their statement to confine its application to their own office.

No doubt many commission men would rather go down in their own pockets and pay more for grain than they could secure in the open market in cases where consignments arrive on a falling market. But if such practice is permitted it opens the door to the free and unlimited skimming of returns on a rising market and insures the market being brought into disrepute with grain shippers.

RED RUSSIAN WHEAT NOT DELIVERABLE.

The politicians making up the Illinois Railroad and Warehouse Commission, for some reason unknown to the trade, seem to be determined to force the acceptance of Red Russian wheat from Oregon on contracts for No. 2 Red Winter wheat in the Chicago market. No members of the Chicago trade have expressed the desire or even the willingness to have this grain delivered on contracts, but the commission persistently keeps alive the agitation, and despite the arguments and evidence presented by leading members of the trade, still insists that the stuff ought to be graded Red Winter.

As was reported by our Spokane correspondent in the last number, the stuff sells at a discount where it is grown and the millers insist that its flour-making value is 6 to 10 cts. under red winter grown east of the Rockies. It is not likely that any of this grain will be received or handled in Chicago again for 20 years, but still the commission keeps up its search in an effort to find some excuse for its unjustifiable action.

The grain is being graded No. 2 Red in E. St. Louis, under the supervision of the Illinois Warehouse Commission, but in Chicago the trade has opposed this action, and the commission seems to fear to grade it as at St. Louis without adopting a formal rule. The trade would not think of asking the commission to establish a rule providing for the grading of screenings as No. 2 Red Wheat or any other stuff that sells only at a discount in every other market, and until it does it would seem the province of the commission to attend strictly to the management of its department. Forcing undesired changes in the grain trade will serve to bring the work of the grain inspection department into greater disrepute with the trade than ever.

The very practical suggestion of the grain committee of the Board of Trade to establish grades of Western Red and Western White Winter wheat would properly designate the Pacific Coast wheat and enable dealers to handle it in the Chicago market, at the same time giving the Board of Trade an opportunity to protect the buyers of futures against its delivery to them on contract.

SOME freight traffic managers who have been thru car famines and freight yard congestions would like very much to have some one come forward with a solution of their very trying problem. How to get out first, loaded cars which are placed on side-track first? Whenever the carriers have an abundance of rolling stock and power it will not be necessary to permit their tracks to become congested, to the heavy loss of shippers as well as themselves.

THE Illinois legislature has not yet passed H. B. No. 153, but the politicians want more offices and if they can get control of the weighing of grain in Chicago will do so. The trade should distinctly refuse to tolerate any such interference. The sooner strong influence is brought to bear upon the law-makers at Springfield the less likely will they be to grant the demands of the politicians.

By the Russian system of holding farms in common the individual is robbed of inducement to improve the soil and the crops for many years have been getting poorer.

Damage to cars and grain doors by ignorant farmers in Manitoba has led Gen. Supt. Bury of the Canadian Pacific Ry. to issue the following circular: "Cars and grain doors have been greatly damaged, and serious inconvenience has resulted in handling of grain at the lake ports, by shippers nailing grain doors in cars. In the aggregate the expense and inconvenience has assumed such magnitude that extreme measures must be taken to stop this practice. Agents are required to see that grain doors are not nailed in cars at their stations, and will notify shippers that persistence in the practice will result in legal prosecution. In any event consignors will be required to pay for the damage to rolling stock. The agent at Fort William will furnish each superintendent with a list of cars loaded on his district with grain doors nailed, so that it can be taken up with the consignors, and will also see that the amount of the damage to the cars is charged against the grain."

TOO' LATE TO CLASSIFY.

[Other For Sale and Wanted Advertisements will be found on pages 263, 264, 265, 266 and 267 of this number.]

A GOOD, SECOND HAND grain dryer wanted. Write giving make, capacity and price, S. Bash & Co., Fort Wayne, Ind.

NEW ELEVATOR for sale, in a good farming section of Ohio. Reason for selling, other business. Address T. B., Box 5, Grain Dealers Journal, Chicago.

WE WANT to buy choice No. 1 and good No. 2 timothy hay, also clover and timothy mixed. Large or small bales. Highest market prices paid. Write us. Covington Grocery & Grain Co., Ltd., Covington, La.

RELIABLE AND STEADY man wanted by an old established firm in Philadelphia; one who is capable of handling and selling grain, hay, straw and mill feed. Address Room 312, 421 Chestnut St., Philadelphia, Pa.

4 H. P. FAIRBANKS-MORSE horizontal gasoline engine for sale; re-bored; new piston and rings; new water tank; 53 gallon gasoline tank; electric ignition; fine condition; bargain. J. F. Atherton & Co., 65 So. Canal St., Chicago, Illinois.

ELEVATOR or merchandise wanted (not to exceed \$20,000) in exchange for the finest Brazos Valley farm; 2,500 acres, all in cultivation; best colony proposition in Texas. Or will sell land. Write me for description. M. W. McAfee, Corsicana, Texas.

Observations.

BY TRAVELER.

In large terminals the R. R. Co.s shud furnish track lists to receivers showing all of the cars which have been held on track over 24 hours for their account, as in no slight number of instances shipments are not properly bulletined on arrival, and they may stand around several days or become lost in the yards in the absence of something to call the attention of the consignees to them. Meanwhile the market may decline, bringing loss to the shippers, and demurrage is certain to be charged by the local car service assn., which of course is not cognizant of the facts in the case. Payment of the latter may be avoided by a firm that knows its business, but the former is suffered by the shipper many more times than he is probably aware. It is the plain duty of receivers to take every possible precaution against loss to those who favor them with their business; and insisting upon having daily track lists is a simple and effective means of doing so under the circumstances cited.

* * * * *

The persistent hammering away of the Journal at loose, inefficient and possibly corrupt methods of inspection seems to have set a lot of members of the grain trade to "thinking." I notice that there is a disposition all along the line to reconstruct the defective systems which have come under the battery of your editorial guns. This may be a coincidence, but personally I am not much of a believer in that theory of events. It is far more reasonable to suppose that the numerous reforms which the past year has witnessed have been the logical sequence of the right sort of agitation. As I say, the pungent

paragraphs in the Journal have set many of us to thinking, and a few have felt sufficiently stirred up to undertake to do something on their own account. To my mind, this is one of the most valuable of the benefits to be derived from a critical reading of a well-conducted trade paper; it brings forcefully to our attention things of which we are usually aware but which have been so long buried in our subconsciousness that it takes the sharp point of a verbal pick-axe to bring them to the surface. Let the good work go on!

* * * * *

There is, of truth, much force in criticism of the practice of taking destination weights when grain goes to a point beyond the baliwick of an exchange which provides for some reliable system of supervision; but, on the other side, it may be said that such weights are frequently no more inaccurate than those of the average country shipper. It is the exception, rather than the rule, where grain loaded into cars is carefully weighed at the time. More often an estimate is simply made or the total of the in-weights from farmers' wagons taken as the basis for the figures entered on the invoice. Were there no other proof of this it is shown by the fact that shortages reported to receivers are commonly 200, 500 or 1,000 lbs.; that is to say, they are round numbers made up of hundreds, seldom of tens or integral units. With such loose methods it is difficult to reconcile differences between shipping and destination weights or to provide for proper settlements when disputes arise. If the grain passes through a terminal market enroute from one country point to another, it is best to have it weighed through a transfer elevator. The weights then taken should be binding on both parties.



He Must Come Down.

Exchange Rules Forbid Skimming.

Skimming returns to shippers on grain consigned to commission merchants in Milwaukee and Duluth recently brought up the question as to the rules of the different Exchanges bearing on this point. Accordingly the following letter was addressed to the Secy. of each grain exchange:

Dear Sir: Will you kindly inform us if the rules of your Exchange, either by inference, or omission, permit a member soliciting consignments of grain for sale on commission, to buy in such grain consigned to him for his own account?

If your Exchange has any rule, explicitly forbidding consignee to buy for his own account grain shipped to him for sale on commission, or forbidding the defrauding of consignor by falsely reporting the sale, please send us a copy of it.

Hoping that you will favor us with all rules of your Exchange bearing on such practices by early mail, and thanking you, we are,
Yours very truly,
Grain Dealers Journal.

To the foregoing we have received a number of replies, all of which we expect to publish in due time. The replies, which are most explicit and to the point, follow:

DULUTH BOARD OF TRADE.

Grain Dealers Journal: There are no explicit rules for or against a member of this exchange buying for his own account grain consigned to him for sale, except as follows:

"Rule XII, Section I. Any person claiming to act as broker shall be required to name his principal at the time of making the purchase or sale, if demanded, or failing to do so shall thereafter be held responsible for such trade, at the option of the party with whom he shall have made the same, and shall be held liable for the acceptance of such trade by his principal." Very respectfully, H. B. Moore, Secy.

TOLEDO PRODUCE EXCHANGE.

Grain Dealers Journal: We have no rule prohibiting firms or members who solicit consignments of grain to sell on commission from buying in such grain for their own account.

The portion of our rule relative to falsely reporting sales is: "When any member shall be guilty of making or reporting any false or fictitious purchases or sales, he shall be censured, suspended or expelled by the Board of Directors, as they may determine from the nature and gravity of the offense committed." Yours, etc., A. Gassaway, Secy.

KANSAS CITY BOARD OF TRADE.

Grain Dealers Journal: There is nothing in our rules that prohibits the consignee of grain from taking the same for his own account at the market price. To take it for his own account for less than the market value, or to falsely report the sale, would make the party liable under Section 2, Article VIII of the Constitution, Rules and Regulations. Yours truly, E. D. Bigelow, Secy.

Article VII, Sec. 2, Rules Kansas City Board of Trade, provide: No member shall be guilty of any boisterous or offensive conduct in any of the rooms of this Association or in any part of any building in which he or may be located the trading hall, nor of any extortion nor attempted extortion, nor of any attempt to manipulate markets, nor of any fraudulent, corrupt or dishonest practices, in

any of his business dealings with members or others. Nor shall any member be guilty of making or circulating any false or slanderous reports relative to the business affairs of other members, or relative to the officers, appointees and committees of the Association, or the general management of the market. Nor shall any member report any false or fictitious sales, or make any such sales, or give out any fictitious reports concerning the state of the markets.

CHICAGO BOARD OF TRADE.

Grain Dealers Journal: I beg to say there is no specific rule upon the subject matter of your communication. Nevertheless, the inference is incontestable from the rules, derived from the objects of the Association itself, that a consignee of property is not permitted to purchase consignment made to him, on his own account. The contemplation is undeniable that he is commissioned by his consignor to perform a service to execute an order, that order being to sell in the open market for account of the consignor and to charge for the same the commission prescribed by the rules of the Board. It is, however, permissible for the consignee, as the result of a special and specific agreement in a particular case, to purchase the grain consigned to him in that case. That permission and that transaction is in the nature of a special and well-understood contract and there can be no deception or injustice under such circumstances.

The attitude of the Board is that every act of a member of the Board should be one of absolute good faith, and we have a rule that an act of bad faith is punishable by expulsion.

In Section 9 of Rule IV, among other offenses for which provision is made and penalty prescribed, is dishonest conduct, dishonorable conduct and acts of bad faith, and also in Section 18 of that rule, any act that reflects upon the good name and dignity of the Association is punishable either by expulsion or by suspension. Again, I call your attention to the objects of the Association, "to inculcate principles of justice and equity in trade," etc., so that there cannot possibly exist a doubt as to the fact that any act of bad faith is regarded as a serious offense, for which a member may be expelled. You will see that it is not necessary to make a specific rule in that particular case which you have described. The rules already existing and to which I have referred cover any transgressions of that kind. Indeed, a moment's reflection will show that it would be impossible to make a rule to cover every particular case in a specific manner, but the rules are sufficiently comprehensive to protect the consignor and to protect the dealer and to protect the public and to insure an absolute honorable conduct of business.

The Board insists upon honorable conduct, and probably there is no such guarantee for the honorable conduct of business and nowhere else is such provision made for its observance as in the Chicago Board of Trade and similar organizations. Transactions that are dishonorable or questionable in any way in individual instances outside of a great commercial organization are not known by the public, not scrutinized as are the transactions in exchanges, and hence many of them pass by without notice and without any ready means of convicting the guilty party. In such cases, when known, the only recourse is in the courts, where of course

litigation is expensive and unavoidably attended with delay. Very truly yours, Geo. F. Stone, Secy.

NEW ORLEANS BOARD OF TRADE.

Grain Dealers Journal: While the Exchange has no rules specifically dealing with the consignments of grain on commission, it has been the custom (which is well understood by everybody) that, if a broker desires to buy in such grain consigned to him for his own account, he has to specify such transaction to his principal, the same as any other trade.

Any illegal act in the premises falls under the jurisdiction of the State, and the law penalizes any defrauding of consignors when falsely reporting the sale of goods.—Fred Muller, Secy.

MINNEAPOLIS CHAMBER OF COMMERCE.

Grain Dealers Journal: The rules of this Association do not refer directly to the purchase by commission merchants of grain consigned to him or them personally; such purchases, however, are not allowed under common law decisions, and in this state there is a statute against it. It is not required, therefore, in our rules, any more than our rules would forbid common theft. Any member doing that would be subject to severe discipline. Falsely reporting to a consignor the sale price, or failing to give the name of the purchaser, date and time of day of the sale is also punishable by the statutes of the state, and punishable under our rules as improper and uncommercial conduct. Yours truly, G. D. Rogers, Secy.

MILWAUKEE CHAMBER OF COMMERCE.

Grain Dealers Journal: There is no provision in the rules of this body, or in those of any other commercial body that I know of, specifically forbidding its members from buying in grain for their own account that was consigned to them for sale. Such practice would be so obviously improper that it probably was never deemed necessary to make any rule on the subject. Under our general rules a member would certainly be liable to suspension or expulsion if it were shown that he had been engaged in any such unmercantile practice as you describe. Sec. 10 of Rule IV of the rules of this Chamber would certainly afford ample authority to punish a member who had been proved guilty of such conduct. You will find this rule in an appendix to our last annual report, of which I send you a copy by this mail. Yours very truly, W. J. Langson, Secy.

Rule IV, Sec. 10, Rules Milwaukee Chamber of Commerce, provide: It shall be the duty of the Board of Directors to examine charges against any member of the Association, when made in writing to the President or Secretary, by any other member or members, and if the party accused shall be found guilty of improper conduct of a personal character in the rooms of the Association; of a violation of the Rules, By-Laws or Regulations of the Association; of making or reporting any false or fictitious purchases or sales; of any act of bad faith; of any attempt at extortion; of any act contrary to the spirit which should govern all commercial transactions; or of any other dishonorable or dishonest conduct, he shall be censured, suspended or expelled by the Board of Directors, as it may determine from the nature and gravity of the offense committed.

Suggestions for Shippers.

BY F. R. CRISSEY.

It is a not uncommon practice on the part of cash grain brokers, who sell cars for delivery at interior points, but on the basis of "on track" at the terminal market, to allow the buyer the "reconsigning" charge, usually \$2.00. This, however, is not right, and shippers who find such bills attached to accounts of sales will do well to protest. If the sale is made F. O. B. at the point of unloading, any intermediate charge must naturally be borne by the shipper, but if he receives a notice of sale from the original destination, reading, say, "53c track," he shud see that he is not burdened with delivery charges of any kind. Buyers are always very insistent in their efforts to get rid of paying these extras themselves, and receivers, who do not have to go into their own pockets for the amounts, charge them up to shippers much more often than they shud, in order to avoid a row; but their conduct in so doing is really indefensible, for they are paid to protect and further the interests of their shippers in every way that is open to them.

If a shipper wishes to make a test of the relative ability of various commission merchants to dispose of his grain to the best advantage, this is, by all odds, the time of the year to do so, while the markets are almost uniformly lifeless and depressed. The receiver who can now show good results is one for a country dealer to pin his faith to. At the same time, this dull season is not one in which to make hap-hazard experiments. The conditions existing in the several markets within reach shud be carefully ascertained, especially by means of samples sent for quotation, and not a carload shud be cursorily consigned to this, that or the other city with the hope of making a lucky strike. In the grain business it is important—far more important than in most related lines—to eliminate to the fullest possible extent, every vestige of uncertainty, and this can be done to a greater degree than the average dealer seems to realize. Therefore, pick your market with care before making a test of commission merchants. Then you are not likely to lose much by the inferior skill of any receiver in handling your grain. Probably you will find that there is not more than a cent's difference between the results achieved by the different salesmen, and it may need a number of careful tests to determine this; but it is just that odd cent which will count heavily in the course of a season's business. How can you find out who will pick up that cent for you more readily than under the extremely unfavorable conditions attending the sale of grain at this "off" season of the year?

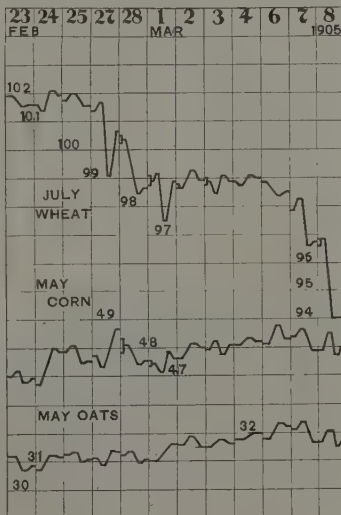
A country dealer is often confronted with the question of whether it is wiser for him to consign to one of the large commission houses in a given terminal or to a receiver whose receipts are smaller and who is consequently able to give more attention to the interests of each individual shipper. There are strong arguments to be made on both sides, and the solicitors from the various firms do not fail to use them; but, after all, the question resolves itself into one of character—the character of the commission merchant, and "character" is a word not at all elusive in its meaning. As to the advantages possessed by the large house

or the small, it is about a "stand-off." Buyers unquestionably flock to the tables where the larger number of samples are displayed, and they are wont to fill their wants by buying a "string" of this or that which will average approximately the quality desired, so that in this way the leading commission merchants dispose of a large volume of offerings very quickly, when the demand is active. The smaller houses, on the other hand, usually manage to get the attention of buyers, during the course of a session, and each sample is more apt to be made the subject of a separate "dicker," thus giving the shipper the benefit of a sale based on the actual merits of the grain. Then there is the matter of "special" places and customers for grain of various qualities. The large houses have many such on their list, some of which deal almost or quite exclusively with them—as, for instance, in the case of certain "health-food" manufacturers; but the smaller merchant sets this advantage by the greater energy and persistence with which he seeks out and "goes after" stray opportunities for special sales. The latter are usually less extensive in quantity, possibly only a carload or two at a time, but their number is legion, and jobbing of this sort has brought many a struggling commission man from a position of obscurity to a "seat with the mighty" of the trade—just hard, persistent "plugging" for the interests of his shippers. Thus one might go on ad infinitum; but, as above intimated, the main point is: "Will So-and-So give me faithful, honest service?" That question settled, it is really of minor importance whether the commission house is large or small, affluent or struggling—unless, of course, the matter of advances is one that has to be taken into consideration.

Advertising, by promoting business growth and stability, is an excellent form of insurance.

Chicago Prices

The opening, high, low and closing quotations on wheat for July, and corn and oats for May delivery, at Chicago, for 2 weeks prior to March 9 are given on the chart herewith.



Letters From Dealers

EXPERIENCE WITH GASOLINE ENGINES.

Grain Dealers Journal: What experience I have had with gasoline engines was very satisfactory. The plant I now own is equipped with steam power. I like the steam power better when sheller is used.—A. H. Edwards, Tolono, Ill.

Grain Dealers Journal: Just recently I had trouble with my engine as follows: I could not get it to take what is termed a charge. I took out the outlet valve which was rusted just enuf to hold the valve up and let the charge go thru the outlet valve instead of the engine.

I filed the rust off the valve and then it shut down tight.—J. E. Miller, Maynard, Ia.

Grain Dealers Journal: I have never had any actual experience with gasoline engines; but have been an observer of some experiences.

I hardly think gasoline engines have yet been perfected so an ordinary engineer can handle them. My remedy for their troubles, which are many, would be to throw the d—d thing out and install steam.—J. H. Prout, Howard City, Mich.

ST. LOUIS VOTES FOR HARD WHEAT.

Grain Dealers Journal: By a vote of 515 for, and 147 against, the St. Louis Merchants Exchange on March 9 decided to make hard winter wheat deliverable on regular contracts for wheat for future delivery, the amendment voted upon reading as follows:

"On and after March 15, 1905, regular contracts for wheat for future delivery, except such contracts as require delivery prior to June 1, 1905, shall be for contract wheat, and on such contracts the tender of No. 1 red winter wheat, No. 2 red winter wheat, No. 1 hard winter wheat and No. 2 hard winter wheat shall be deemed sufficient; provided that the delivery on each lot of 5,000 bushels shall be in whole either soft or hard winter wheat; and provided further that when hard winter wheat is delivered, 3 cents per bushel shall be deducted from the contract price. Nothing in this section shall be construed as permitting the delivery of hard wheat on contract for red winter wheat; nor shall it be permitted to deliver soft red winter wheat on a hard winter wheat contract."

Earnest effort has been put forth spasmodically for years to secure the passage of a rule making hard winter wheat deliverable on contracts for wheat for future delivery, but the majority of the Merchants Exchange were loth to believe that such action was for the best interests of the market. Changing conditions, however, have worked a wonderful change in sentiment, so that to-day the cash grain trade, almost to a man, with a goodly proportion of the "pit" element, were energetic and enthusiastic in the fight to make hard winter wheat deliverable on future contracts.

It was a good day's work, and will tend to make St. Louis the foremost hard winter wheat market of the United States, and will not detract from her importance as a red winter wheat market.—Daniel P. Byrne & Co., St. Louis, Mo.

Kicks From the Receiver.

BY COL. RICE.

Dealers will find it an advantage in avoiding confusion of accounts to place consecutive numbers on all of their drafts, which can be referred to by the payees or the banks whenever any question arises in relation to them. Quite often drafts for identical amounts will be made against different shipments on the same day, and misunderstanding is caused by—for instance—the failure to make proper entry of one of these, owing to the impression created by the first draft that this has already been done. It is just such insignificant trifles as this that put book-keepers out the most.

* * * * *

In line with the various deceptions practiced upon receivers by scoopers, as reported, I believe, in the S. D. items of the Journal not long since, is the statement recently made by one of this fraternity that he was "negotiating" for an elevator at one of the best grain towns in Central Iowa. He got market reports sent to him for just the time that it took the commission house to make inquiries concerning him and satisfy itself that he was not entitled to quotations. Seemingly he is still "negotiating," as he has not yet been known to have bought or rented an elevator anywhere.

* * * * *

The case of a "Produce" Co. operating in Wisconsin, which is offering to compromise with its creditors on the basis of 50c on the dollar, calls attention to one class of fraud which is practiced upon the grain trade, viz., the formation of companies claiming to handle farm products of all kinds, including grain, as was the case with the one above mentioned, which, while they may have warehouses, are in reality no more than scoopers. This is not reflecting upon actual elevator proprietors who, for some reason, have chosen to establish themselves in business under such a style, for example the Orchard, Ia., Produce Co., which was recently succeeded by J. M. Roe, but has reference entirely to the class first specified. Most of these concerns are irresponsible and operating on little or no capital; and commission merchants and track bidders should avoid encouraging them. The use of the style "Produce Co." by actual grain dealers is also to be deprecated as a misnomer.

* * * * *

It is a trite saying that "clothes do not make the man," but they usually go a long way towards indicating what manner of man he is, and country shippers ought by this time to know that it is extremely poor policy to call on receiving firms at the large market centers dressed in shabby, dirty clothes. The fact that the latter are so generally worn by callers from the interior may, perhaps, be ascribed to the fact that their owners have come in with shipments of live-stock; as a majority of the dealers who visit receivers in their offices are probably those who combine both branches of business and have frequent occasion to visit the city; but even these will find that it is best to carry along a presentable suit in a grip. Business "talks," of course, and the man who ships considerable grain is bound to get considerate treatment from those who want the handling of his consignments; yet there are many ways in which a great deal more careful attention will be paid to him if he creates the impression of being a wideawake, up-to-date business man

himself, and neat clothes do as much as anything else to give that impression. He will find that it affects his credit, also, for the well-groomed, alert, prosperous-looking man can secure advances in liberal measure where a shabby-looking person who may be perfectly sound financially will meet with cautious treatment.

W. J. Thompson.

Many of our readers will no doubt recognize in the portrait published herewith the features of W. J. Thompson, whose extensive travels thruout the west and middle west during the last twelve years



W. J. Thompson, Chicago.

have made for him many friends and acquaintances in the grain trade. On Jan. 12th last, when Mr. Sanborn retired on account of poor health, Mr. Thompson took entire charge of the firm of B. S. Sanborn & Co., Chicago, with which he has been connected as partner during the last nine years and hereafter will continue the business of the old firm under the name of W. J. Thompson & Co.

Mr. Thompson has been identified with the grain and hay receiving business since 1889, when he became a partner in the firm of Walters & Thompson. Three years later he sold his interest in the above firm and entered the employ of L. Everingham & Co. After serving this firm successfully for four years in the capacity of all-round man, he entered the firm of B. S. Sanborn & Co., as a partner. He is a member of the Chicago Board of Trade and the various trade assns.

The shrinkage of corn varies very widely in different years, depending on the maturity, on the size of the cob, on the place of storage, and on the weather. Very dry corn exposed to a damp atmosphere will increase in weight rapidly and then again decrease, just as the wheat shippers find that wheat grown in the semi-arid climate of eastern Washington or in the dry sections of California increases in weight as it is being carried around the Horn to European markets.—Wallace's Farmer.

Asked— Answered

UNFAIR DISCOUNT.

Grain Dealers Journal: On December 16 I shipped a car of corn to Indianapolis. This corn was sold Indianapolis weights and inspection, grading No. 4, and I was charged 2½ cents discount.

On receipt of inspection I wrote the party that I would not stand the discount and would reconsign the car, asking the party to wire me if the car was there. They did not reply, and I wrote again. They answered that the car was unloading.

I found later that they had reconsigned the car to Newport News. I then wrote the inspector at Newport News and got this answer: "Your car was elevated Dec. 28 and graded yellow, which is equal to No. 2."

I then wrote the party what I had learned and insisted on settlement as per terminal grade. They claim that while some cars grade better at destination, others get out of condition and grade off, and that in this way they even up.

I feel that in this case I had a right to reconsign and that I have been treated unfairly. The same party claims that they are not responsible for shortage in weights in grain where same is shipped to interior points and weighed out by wagon loads.

I claim that where grain is sold for a regular market I am entitled to public weights and if sent to interior points and weighed out by wagon loads, the party is responsible for the amount of grain loaded, when loaded thru hopper scales.

Who is right, and is this fair treatment? I would like to hear from others who have had like experience.—J. C. McCord, Bloomington, Ill.

Farm Reserves.

According to the government report issued this afternoon, the amounts of last year's grain crops in the hands of farmers on March 1, compared with last year, were: Wheat, 111,000,000, against 132,600,000 bus. March 1, 1904; corn, 954,000,000, bus., against 839,052,000 March 1, 1904; oats, 347,000,000, against 273,700,000 bus. March 1, 1904.

The Paris grain exchange has had very favorable results from Dr. Danysz' method of exterminating rats by inoculating the vermin with a disease bacillus.

Good roads are an economic proposition. They save more money than they cost. Their advantages are manifold. They raise the price of land as well as reduce the cost of getting products to market. One of the speakers at the Columbia convention stated that the farmers of Missouri show less interest in good roads than is exhibited by the residents of towns and cities. This indifference on the farms, if it exists, is hard to understand, especially in view of the rapid extension of rural free delivery, one of the necessary conditions of which is roads than can be conveniently traveled at all seasons.—St. Louis Globe-Democrat.

New Barley Elevator at Winona, Minn.

The frequent burning of large grain elevators, with the accompanying destruction of large quantities of grain, is causing insurance companies who carry such risks to advance their rates, and the natural result is that elevator men are building more and more fireproof structures, especially where it is intended that large quantities of grain shall be stored. The saving effected in the cost of insurance alone will pay the increased cost of construction in the course of a few years.

Illustrated herewith is a plant designed, first, to reduce the fire hazard to a minimum, and second, to meet the exacting needs of a company handling barley and malt.

The plant is composed of 12 steel storage tanks, 20 ft. in diameter by 80 ft. high, with a capacity of 20,000 bushels each. Five spaces between the tanks are also utilized for storage, each of these having storage room for 8,000 bushels. The steel tanks have concrete bottoms and book tile roofs. The conveyor gallery over the tanks is 21 ft. wide, with galvanized corrugated steel sides, concrete floor and roof of book tile. It contains a 30-in. belt conveyor, with an improved steel frame tripper. Underneath the tanks are two conveyor channels, each containing a 24-in. belt conveyor.

The working house, which is 32x32x150 ft. high, contains 14 steel bins, varying in capacity from 2,250 to 7,150 bu., and with a total capacity of 53,625 bu., making the total capacity of the plant 333,625 bu. The working house is built entirely of steel, the frame being covered with galvanized corrugated steel on the

sides above and below the steel bins. The roof is of book tile covered with tar and gravel roofing. All floors are concrete, laid on corrugated steel, resting on steel beams. All the windows are of wired glass with metal frames and sash. The doorways are closed with Wilson steel rolling doors. A spiral stair of steel leads from the first floor to the cupola, and a passenger elevator runs from the ground floor to the scale floor.

In the working part are two stands of elevators, with 18-in. buckets running from the basement to the top floor of cupola. One is designed to handle barley, the other for malt. An elevator with 10-in. buckets runs from the basement to the bin floor only, and is designed to handle grain received from farmers' wagons. All of these elevators are provided with steel casings.

Immediately under the top floor of the cupola are three steel garners, one of which discharges into the scale hopper below. Another is used as a malt garner and arranged to discharge either into the malt cleaner or into the bins below. The other is intended to be used for barley, and is arranged to discharge into the barley cleaner or bins.

In the next story is the 1,000-bu. hopper scale, and on the floor below are located all of the cleaning machines.

On the machinery floor above the bins is a No. 9 Invincible Barley Cleaner, built entirely of steel. The malt cleaner is arranged to discharge into the shipping bin, from which malt may be discharged direct into cars thru a bifurcated loading spout, or discharged into the sacking bin, from which it is sacked and loaded into cars. The grain from the barley cleaner may be discharged into a small elevator leg and re-elevated to an Invincible Needle Screen, from which the grain

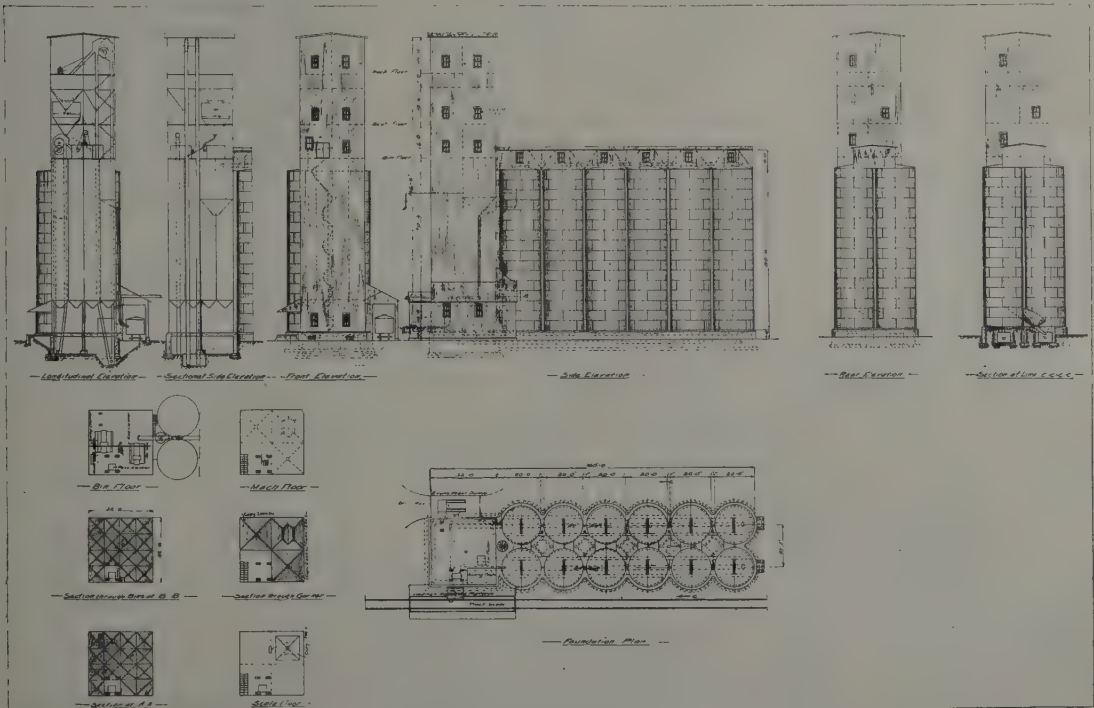
drops into the barley bin below. Each machine is provided with a dust collector.

The house is equipped with a steel car puller, single automatic car shovels, steel car pit and wagon dump pit, so that grain may be received either from cars or wagons. A wagon scale and a track scale of 100 tons capacity are provided. All machinery is driven by alternating-current induction motors, of which there are 10.

The plant was built for the Winona Malting Co., of Winona, Minn., by the Minneapolis Steel & Machinery Co.

Exports of breadstuffs during the 7 months prior to Feb. 1 were 4,072,175 bus. of wheat, 36,830,907 bus. of corn, 6,914,706 bus. of barley, 843,512 bus. of oats, and 1,330 bus. of rye; compared with 39,248,753 bus. of wheat, 34,674,283 bus. of corn, 8,465,022 bus. of barley, 638,155 bus. of oats, and 672,013 bus. of rye for the corresponding period of last season. The value of the breadstuffs exported was \$52,461,608; compared with \$103,902,673 for the same period of last season, as reported by O. P. Austin, chief of the bureau of statistics.

The price above \$1.20 did not coax larger deliveries from the farmers, nor does the price eight cents lower now scare him into selling. The wearing away of supplies still keeps steadily on, and the "famine price" of five to six dollars a barrel for flour has not driven the people to root crops for subsistence to any alarming extent. The market price is indicating farm reserves somewhat in advance of the Government's March report, and a little early buying on that will be safe. Get some wheat in the Chicago wheat-pit, the only place in this country where it is plentiful just now.—E. W. Wagner.



Plan of Barley Elevator of Winona Malting Co., at Winona, Minn.

Seeds

Kuehl & Bruss of Brillion, Wis., have shipped this season 18 cars of clover seed.

Over 700 cars of timothy seed are said to have been bot by the Armour Grain Co. at Chicago during the past 2 weeks.

The directors of the Toledo Produce Exchange voted to reduce the price of seed bags March 2. Stark's will be 17 cents and American or like quality 15 cents.

The W. H. Roe Seed & Grain Co. has been formed at Kearney, Neb., to deal in field seeds. Storage rooms will be built in connection with the present elevator of W. H. Roe, and special seed cleaning machinery will be installed.

Philippine imports of flaxseed and timothy seed amounted to 550 pounds during the 8 months of 1904 prior to Sept. 1; compared with 1,410 pounds for the corresponding months of the preceding year, as reported by the War Department.

English red clovers are steadily coming out from all parts, though certain prolific districts show signs of a finish; but the qualities are steadily deteriorating, the bulk now representing "brown" seeds. Bright colored parcels are, comparatively speaking, scarce, but as the "brown" seeds are offering at low prices they are extremely good value, and well worth the money for this season's sowing.—London Corn Circular.

Clover seed receipts at Toledo for the week ending March 4 were 752 bags; compared with 2,645 bags for the corresponding week of 1904. Receipts for the season have been 70,919 bags; compared with 102,336 bags for last season. Shipments for the week ending March 4 were 5,672 bags; compared with 10,860 bags for the corresponding week of 1904. Shipments for the season have been 42,399 bags; compared with 74,955 bags for last season.

General Appraiser Waite at New York,

Feb. 28, reversed the decision of the collector of revenue at Philadelphia, who attempted to collect a duty of 30 per cent. Appraiser Waite said: The shamrock seeds in question are invoiced by a firm of seedsmen in Belfast, Ireland, which tends to indicate that they are clover rather than wood sorrel. That they are clover seed seems to be conceded by the reports of the customs officers. This Board has always held clover seed to be free as grass seed. In re Nungesser, G. A. 2442 (T. D. 14720); id. G. A. 2597 (T. D. 15020); In re Thorne, G. A. 646 (T. D. 11363); T. D. 18257.

Seed receipts at Chicago for the week ending March 4 were 2,061,162 pounds of timothy seed, 80,000 pounds of clover seed, 530,028 pounds of other grass seed and 65,035 bus. of flaxseed; compared with 1,419,099 pounds of timothy seed, 250,389 pounds of clover seed, 679,115 pounds of other grass seed and 81,422 bus. of flaxseed for the corresponding week of 1904. Shipments for the week ending March 4 were 768,811 pounds of timothy seed, 124,285 pounds of clover seed, 1,014,029 pounds of other grass seed and 1,521 bus. of flaxseed; compared with 879,389 pounds of timothy seed, 295,685 pounds of clover seed, 1,683,990 pounds of other grass seed and 12,045 bus. of flaxseed for the corresponding week of last year.

TOLEDO SEED LETTER.

Clover seed for the first week in March has made such a satisfactory showing as to cause the holders of seed to feel much happier than they have for some time. From the viewpoint of holders of seed, the smaller receipts and increased shipments at present augur much higher prices before the season ends.

"Some parts of Pennsylvania are shipping clover to Toledo, while other parts of that state are buying here," said Fred Mayer, of J. F. Zahm & Co. "It is reasonable to expect a little increase in the receipts here, but just as reasonable to expect a stronger demand. It's going to be a question of demand and what holders do anyhow."

"Clover seed is on the upturn," said

John Keller, of C. A. King & Co. "The East is thawing out a little and the demand is far better than it has been for some time. Even the Baltimore fellows are asking for seed and getting it. The prospects look very promising for better demand at higher prices."

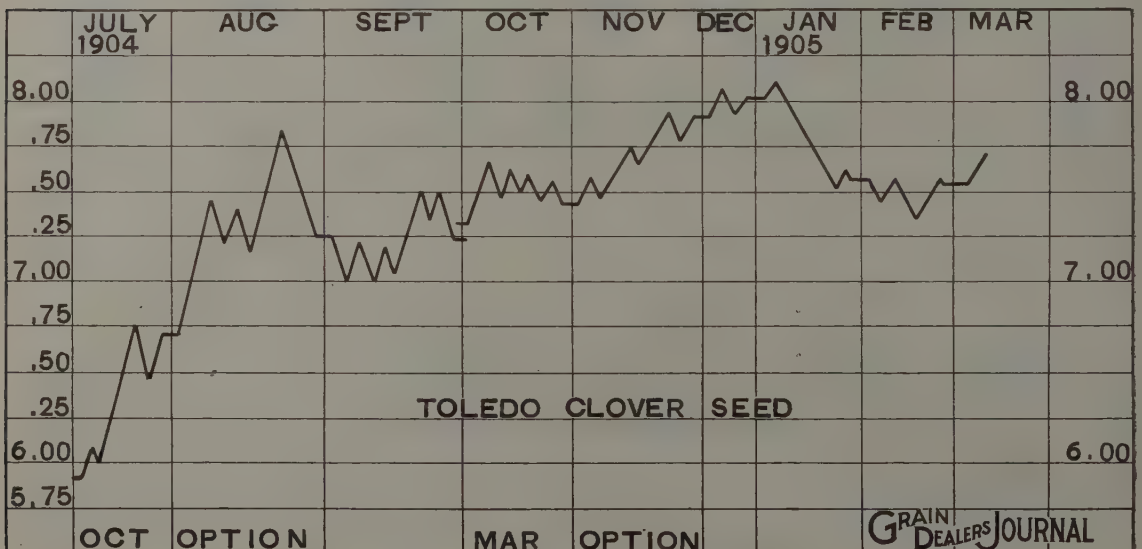
"Clover seed is beginning to do something," said Ernest W. V. Kuehn. "Prices are now climbing skyward and I predict that they will continue to do so. We have been having much better weather lately, which has greatly affected the market in that there is a better demand than for a number of weeks. With the thaw has come increased trade. Lighter receipts and larger shipments as compared with a year ago indicate higher prices. The erstwhile bears on the floor now predict that April will be a better month for business in clover seed than March has ever been, altho March in former years has always been by far the best of the season. April is being looked to as the leading month of the year. The market is gradually working into a stronger position owing to light receipts and an increasing shipping demand. The fact that Maryland and Pennsylvania are now buying seed in this market would go to show that their supply of home-grown seed has been exhausted."

Chart of Toledo Clover Seed.

Conditions of supply and demand for clover seed find their fairest expression at Toledo, Ohio. In the pit of the Toledo Produce Exchange are executed orders for the sale and purchase of clover seed from dealers and speculators, both in America and Europe.

Transactions are usually in 100-bag lots, and the quotations vary by 2½ cents per bushel. The course of prices for the past 8 months is indicated on the chart herewith, the horizontal lines representing a movement of 25 cents per bushel. We are indebted to A. Gassaway, secy. of the Produce Exchange, for the quotations.

Trading in the October option opened July 1, 1904, at the low price of \$5.90 per bu.; \$6.75 was touched July 21. After an immediate reaction to \$6.45, there followed



an advance of exactly \$1.00 to \$7.45 on Aug. 9. After 2 more 25-cent reactions the market sold up quickly to \$7.85 on Aug. 23, thereafter making new low quotations every day for 12 days, grounding on bottom at \$7.00 on Sept. 7 and 13. The market rallied during September, and closed for the month at \$7.22½.

Trading in the March, 1905, option was in full swing Oct. 1, the March option being at a premium of 12½ cents over October. From the early low point of September, the price advanced almost exactly \$1.00 by Jan. 5, having in the meantime 2 of its favorite 25-cent breaks toward the closes of Sept. and Oct. The market got dull around the high level in Dec. and there began a decline which did not stop until nearly equaled the decline in Aug.-Sept. of 85 cents. This last decline from \$8.10 on Jan. 5 to \$7.35 on Feb. 17, while disheartening to the small fry speculators, has given the heavy traders no concern. We have good authority for stating that the big holders feel very bullish. As the big demand for clover seed always comes in the spring, it is almost certain that the price will advance to new high records.

A Successful Builder.

Twenty-four years seems a long time to be identified with one business, yet that is the period during which A. H. Richner, designer and builder of grain elevators of Crawfordville, Ind., has



A. H. Richner.

been connected with the construction of grain elevators and flour mills.

At 17 Mr. Richner commenced to learn millwrighting and served five years under competent foremen, since which time he has been continuously connected with the business, and built many elevators and mills in Illinois, Indiana, Ohio and Kentucky. He has invented several practical devices, among which is a special chain feeder for all kinds of grain, which has proved quite a success as a labor-saving device.

A rubber belt 3,259 ft. long and weighing 9 tons is in the grain elevator at St. Johns.

The annual meeting of the Corn Products Co. will be held at Jersey City, N. J. Mar. 28.

E. Pfarrius, of New York, has had 50,000 bus. of American wheat shipped back from Antwerp to be ground into flour. This is said to be the third lot of American wheat to be brought back.

Profit in Field Seeds.

By WAYFARER.

Throughout many sections of the country grain buyers are coming more and more to be the trusted advisers of the farmers in not a few matters pertaining to the crops—particularly with reference to seed-grain selection; but one important subject is often ignored altogether and that is the proper care of field-seed areas.

Most of the seed produced in the country, such as timothy, clover, millet and the like, is grown in the older and more thickly-settled portions, especially of the central, southern and middle-western states; but even here, where it has been raised for many years, great carelessness is manifested in its cultivation, if one is to judge by the consignments received in our leading markets.

Why should this be so? There is large profit in raising field seeds, if it is done on business principles, and the percentage of profit increases by leaps and bounds as the quality of the seed improves. In fact, as compared with grain, a minimum of effort produces the maximum of result. It is my impression that the Dept. of Agri. and the officials of the state experiment stations have endeavored in many ways to bring this to the attention of the farmers; yet the latter do not seem to take it to heart unless they can see it in dollars and cents, and this is where the country grain buyer has the advantage over any government official.

"Mr. Blank," he may say in effect, "this is a nice quality of timothy, but you can see for yourself that it sifts out a large dockage, and there are so many wild-grass seeds mixed through it, which it will be very difficult to get out, that I shall not be able to get a very good price in any market. If you had kept the weeds out of your field I might have given 75 cents more, at least."

It is ten to one that the farmer, if at all progressive, will see to it that the field intended for next year's seed is burned over that fall, or other means taken to destroy the weeds; that it is carefully prepared for the new crop and that only clean seed is used. By that time he will be ready to look into the best methods of cultivation, and in the end it will benefit the buyer as well as himself.

Some dealers assert that they can make more money out of the low-grade seed than they can out of the better qualities, but this applies only to dirty seed which can be toned up by a simple process. Seed that is mixed with the product of weeds is uncertain sale, and the dealer not only takes large risks in handling it, but he frequently arouses the animosity of farmers, who cannot be made to see that the mixture of foreign seeds is sufficiently large or injurious to warrant the low prices.

If this appeals to you as common sense, give the plan a trial. I know of one dealer, whom the dairy industry was forcing out of business, who gave his trade a new lease of life by inducing farmers to cultivate field seeds on the most approved modern methods, and so successful has this been that he is now beyond the reach of want; while the seed from that particular locality commands a premium wherever it is offered. What has been accomplished there on a comparatively large scale can be duplicated in almost

any locality in a lesser degree, and it is certainly worth trying.

Grain Buyers Organize.

A number of country station agents who buy grain for the line companies of the Northwest held a meeting in Minneapolis, March 1st, and organized the American Grain Buyers' Assn. A constitution and by-laws was adopted. Any experienced grain man of good character working in a grain elevator on a salary is eligible to membership in the association. Elevator owners are not eligible.

The following officers were elected, Pres. Chas. L. Ward, Ellendale, N. D.; V-P. Wm. Steele, Delhi, Minn.; Secy. E. F. Barrett, Atwater, Minn.; Treas. E. H. Fuller, Wheaton, Minn. Minnesota member of advisory board, C. C. Gleason, Kasson.

The Assn. is intended to be national in scope, but subdivided into state organizations or divisions. The Minnesota division of the organization has elected the following officers, Pres. Andrew Frederickson, Dodge Center; V-P. O. F. Johnson, Reading; Secy. Milo Billings, Bingham Lake; Treas. Chas. Liem, Bingham Lake.

Secy. Barrett writes us that "The object of the assn. is to promote the interests of grain men in general and to protect the grain buyers in numerous ways. They certainly need it. The organization is to be mutual in every respect, and it is our intention to work hand in hand with the elevator companies. We hope to bring good buyers in contact with elevator companies and make better buyers out of those we have. We are to have an accident and sick benefit derived from the organization. The first meeting was only to get started, but our convention in Minneapolis July 11th will be much more important and will be more largely attended."

Philippine Imports and Exports.

Philippine imports of breadstuffs for the 8 months prior to Sept. 1, 1904, were 67,024 bus. of grain and 125,918 barrels of flour; compared with 17,127 bus. of grain and 128,441 barrels of flour during the corresponding months of 1903.

The hemp exports of the Philippines for the 8 months amounted to 79,338 tons; compared with 86,867 tons for the same months of the preceding year.

Philippine imports of hay amounted to 2,813 tons; compared with 959 tons for the 8 months of 1903, as reported by the War Department.

Rice imported into the Philippine Islands amounted to 411,049,732 pounds; compared with 494,272,130 pounds during the first 8 months of 1903.

J. D. Whiteside, of Franklin, Ind., won the \$500 first prize at the Chicago corn show, conducted recently by the Farm, Field & Fireside, and said to be the finest corn exhibit ever shown.

The Bristol Grain Importers Defence Assn. has adopted a rule defining the custom of the port of Bristol, Eng., making a scale of discharge of grain cargoes without fixed lay days, effective Mar. 15.

The Canadian immigration dept. has arranged for a motor wagon tour thru the by-ways of England and Wales, to give information regarding the grain growing lands of the great west.

An Error in Billing.

BY IDLER.

The way-freight stopped at Xenia, set in a flat, picked up a load and hit the rails for Centerville thirty minutes late. To the impatient traveling man who had missed the flier, it seemed to crawl along. He remarked as much.

"Yep," said the conductor, lazily emitting clouds of dense smoke from a very squat and black looking pipe, "we ain't a needin' to put on no brakes, but what's th' use o' hurrying? We've got tuh take the sidin' at Cent'ville 'nd wait fer th' Limited.

"Now, look-ut-ere, yer in th' grain biz, ain't yer. Waal, say, I want tuh ask yuh sumthin'," went on the conductor, reaching for his train bills, "Why 'n Sam Hill don't these here shippers bill thar stuff so's we fellers c'n make out whar its goin'?"

"Last week th' old man called me up 'n th' carpet 'nd gimme blazes fer let'n a car go ter Chicago what ought ter 've bin sent North. 'Here's what yuv done,' sez 'e, holdin' out a bunch o' papers. 'Th' consignees 've made a claim on us fer loss, account o' that grain goin' ter th' wrong place, 'nd th' mistake has bin traced ter you. Next time it happens it comes out o' yer wages.' 's soon's I looked at th' Bill Ladin' I recollected that thar car, cuz it had a curyus sort o' billin' on it readin' fer export, 'nd th' destination was given New York, notify Lakeport. Waal, up on th' Jim River division whar I've bin workin' till jest lately I hadn't never seen nuthin' o' that kind, 'nd o' course I presumed that a car billed ter New York would go down by way 'o Chicago. I didn't jest savey that 'notify' business, but I s'posed they'd take care o' that all right 't th' other end o' th' road.

"Now, what I want'r know is, why don't them grain shippers write 'via Lakeport, notify So-nd-So,' er bill it thar straight; ter be transferred fer shipment ter New York? as in course has to be done—cuz this company don't allow no grain cars to go off its own tracks beyond Chicago.

"Thar's a whole raft uv us fellers gets taken from th' Northern divisions and put on these runs that don't ketch on ter these funny wrinkles in billin' that they've got down this way, until ther pay-slips shows that ther docked for some mistake er other, 'nd it ain't right, no-ways. These 'ere grain shippers might jest's well be a leetle more careful-like 'nd not puzzle us with shortened up forms that we can't get no sense to.

"You're quite right," said the traveling man, who had listened attentively, "and I'm glad you told me about this. I've been trying for a long time to get our shippers to be more careful in regard to that export form of billing, or through billing of any kind, but they don't seem to realize the necessity of it until they get caught with a loss owing to a consignment's going astray. Perhaps if I tell them that the amounts they collect on claims in such cases are apt to come out of the pockets of some hard-working trainman, they will be a little less careless. I knew they docked the clerks in the freight offices when mistakes are made by them, but I didn't know the same system was applied all along the road. It's a good thing you told me."

"Thanky, sir," replied the conductor, as he started for the rear of the ca-

boose. "Yer th' right sort. Waal, here we be at Centerville. If yer wan't see any o' yer friends here, yuv got'r heap o' time."

Grain Carriers

A feeder is being built by the Great Northern from Williston, N. D.

Maxwell's railroad commission bill has passed the Nebraska house.

The Omaha road has cut grain rates from 18 to 14 cents, Sioux City to Chicago, effective Mar. 2.

March 22 is the date of the Interstate Commerce Commission's hearing on the uniform bill of lading in Washington.

The Baltimore & Ohio Railroad will add more new cars and engines to its equipment in 1905 than in any previous year.

Construction of the Kansas City, Nevada & Springfield is to begin this spring between Nevada and Springfield, Mo., 75 miles.

The Guirl bill, facilitating the collection by shippers of damages from railroad corporations, has passed the Indiana legislature.

The Minnèsota & International Railway has let the contract for the construction of 45 miles of road from Northome, Minn., north.

With the election of B. B. Comer as president of its railroad commission, the state of Alabama will make radical regulations of freight rates.

If the B. & O. cannot obtain passage over existing tracks, it will build a line to enter Toledo, O. The new line will begin near Fostoria.

Shippers in Nebraska and Iowa are having trouble getting cars to move out corn at present low rates. The railroads are alleged to be short of cars and motive power.

If the fixing of railway rates is a legislative function which congress cannot delegate to a commission under the constitution, then the constitution will have to be amended.

Contracts are now being let for the building of the 291-mile line of the Soo Road from Thief River Falls, Minn., via Warren, Minn., and Ardock, Forest River, Conway, Bisbee and Omamee, to Kenmare, N. D.

The Frisco's reduction to Carolina points has been followed with similar reductions of $\frac{1}{4}$ to 3 cents from Ohio and Mississippi River crossings by the Louisville & Nashville; Nashville, Chattanooga & St. Louis; Southern Ry. and B. & O. Southwestern.

Congress having adjourned, the advocates of railway rate regulation by the federal government will have to begin their work over again. The struggle to pass the Quarles-Cooper and Esch-Townsend bills, now dead, has served its part in the campaign of education.

The reputation of fighting damage claims may be considered valuable by a railroad corporation, as deterring shippers with just claims from undertaking to collect. Can the railroads long continue to antagonize shippers without stirring the

sufferers to cast off the curse of private control of this monopoly?

The Rock Island has orders in the shops for 4,000 freight cars of various kinds; and during March will receive 65 new locomotives. Orders will be placed for 50 additional engines, to be delivered during the summer. The company also is looking after the comfort of the traveling public by putting into service 20 passenger cars of new pattern.

In the complaint of the Richmond Elevator Co. against the Pere Marquette Railroad for failure to furnish cars for shipments of hay from points in Michigan the Interstate Commerce Commission on Mar. 2 decided that the discrimination was unjust, but that the complainant's proof fails to indicate the amount of damages to which it is entitled. The complainant is given until Apr. 1 to apply for further hearing.

Junius S. Smith, lake weighmaster of the Chamber of Commerce, at Buffalo, N. Y., has issued an appeal to vessel owners to give him the work of weighing their grain cargoes, a large share of which is now going to an outside weighmaster. In justice to Mr. Smith and to the Chamber of Commerce, who have effected the improvement in the weights at Buffalo, all of the weighing should be given to him.

Meetings of western and gulf railroad officials were held at Chicago, Feb. 21, 22 and 28, to adjust rates, but no settlement was effected. At a meeting Mar. 3 it was practically agreed to restore grain rates to the basis prior to Dec. 29. Many weeks will elapse before old contracts are cleaned up, and the new arrangement will not go into effect until about Apr. 1. The differential will be $\frac{1}{2}$ cents to Baltimore. From Omaha the rate on export corn and oats will be 18 cents to gulf ports and 22 $\frac{1}{2}$ cents to Baltimore.

A special agreement by a carrier to transport a through shipment by the vessel of a connecting carrier sailing on a designated date results from the acceptance of a through rate for a shipment "to be forwarded" via such steamer, which rate was quoted with notice that it was of vital importance that the shipment should be transported promptly, and should go forward by the earliest possible steamer without delay, in order to enable the shipper to fulfill a proposed agreement which it was about to make for the sale of the goods at the final destination, and which would require delivery there at a fixed date.—M. P. R. Co. v. American Trading Co. Supreme Court of the United States. 25 Sup. Ct. Rep. 84.

The Directors of the Grain Dealers Nat'l Assn. will meet in the Secy.'s office, Chicago, March 21, at 10 a. m. Among other important matters the time and place for holding the next annual meeting of the Assn. will be decided upon.

The Board of Trade is a name that is dignified without being frowningly austere. Chamber of Commerce, for instance, is forbidding in its oppressive ponderosity and, to the uninitiated, suggests "chamber of horrors." Board of Trade has a business tone to it. There is life and blood in it. You expect to meet people there. Chamber of Commerce suggests ghosts or grave and silent bank directors sitting solemnly around a table dimly lighted, seneschal-guarded back room. Merchants' Exchange suggests power, of course, but exclusiveness also. Board of Trade comprehends everything.—Memphis News.

Crop Reports

Clay, Ky., Mar. 4.—There is no wheat in the hands of farmers in this part of Webster county.—A. Lamb, mgr. Red Cross Milling Co.

Webster, Ia., Mar. 3.—Very little grain in this vicinity. Local demand almost equal to Chicago in price of corn.—C. L. Jarvis.

Ellensburg, Wash., Mar. 4.—We think the prospect for grain this year is the best we have had for a number of years.—Williams-Smithson Co.

Otterville, Mo., Mar. 7.—The growing crop is looking well and prospects are good. Acreage small.—John M. Bente, mgr. Otterville Milling Co.

Middlebranch, O., Mar. 4.—The wheat is mostly all out of the farmers' hands. The quality was rather below the average.—Geo. W. Miller, mgr. Williams Bros.

Kitchel, Ind., Mar. 7.—Wheat about all in and no corn being marketed. Clover seed and feed trade good. Growing wheat looks fairly well.—W. C. Hart, secy. and treas. Kitchel Elfr. Co.

Enid, Okla., Mar. 6.—The prospect for a large wheat crop is very good in this vicinity. Ground is in splendid condition, an average with last year.—H. H. Swim, of Black & Swim.

Sciotto, Ill., Mar. 2.—We have handled plenty of grain and there is still lots back in the country. Prospects are for a good corn and oats crop this season, as farmers have commenced to haul out farm machinery.—E. E. Sapp.

Sumner, Neb., Feb. 25.—There was not a very large acreage of fall grain put out last fall, but what was is looking fine. Grain is not moving very fast now on account of the condition of the roads.—A. J. Cook, agt. Westbrook-Gibbons Grain Co.

Dycusburg, Ky., Mar. 6.—The acreage of wheat in this section is less than an average crop. Severe, cold weather, sleet and deep freezing have damaged the young crop very much. Present indications are that many acres are entirely killed. Cannot tell just now how much the damage will be.—F. B. Dycus & Co.

West Lebanon, Ind., Mar. 3.—The wheat sown last fall was 60 per cent of usual crop. Plant small but showing green. Cold and dry weather would affect it easily. Of wheat crop 90 per cent is still in the farmers' hands of corn 50 per cent; oats, 15 per cent. Not much grain in eltrs. in this locality.—Harry Cooke.

North Cedar, Kan., Mar. 7.—In this part of Kansas last year crops were very short; about 35 per cent of a full crop of corn and oats still worse. Wheat made an average crop with a small acreage. The growing wheat has stood the winter in fair shape. Farmers are getting ready to sow oats and will plant a large acreage of corn this season.—Frank Gragg.

Frankfort, Ky., Mar. 6.—The area of wheat sown is 90 per cent of an average, says the Kentucky Commissioner of Agriculture. The wheat condition is 85 compared with 84 for a year ago and 79 for last year. The Dec. condition was 67. The area sown for the growing crop was 812,000 acres. The condition of rye is 86, with acreage 92 of an average.

Canton, O., Feb. 25.—Wheat does not look very promising in this section, as there was not enough moisture during the fall to give it the growth it needed to winter well. It has been more or less protected by snow up to the present time, therefore, if March isn't a hard month on it, it may still make a fairly good crop.—Gehman, Lautzenheiser & Co.

Winnipeg, Man., Mar. 1.—The estimated yield for Manitoba and the Northwest Territories for last season was 59,567,190 bus. Of this 28,750,000 bus. have been inspected, 6,750,000 bus. are in store at country points, 260,000 bus. are in transit but not inspected. Allowing 8,000,000 bus. for seed and 7,000,000 bus. for country mills, 8,907,190 bus. still remain to be marketed.—Frank O. Fowler, secy. Northwest Grain Dealers Assn.

Farmersville, Tex., Mar. 6.—The wheat acreage in our section is about 90 per cent of last year. Was damaged by drouth in early part of winter but with warm weather for the past 2 weeks we consider the condition good for this time of the year. The oat acreage was increased about 120 per cent compared with last year, mostly spring sown oats which are just coming up. A large per cent of the fall sown oats were killed by the severe winter. Taking the grain crop as a whole we consider the prospects good for an average crop at least.—E. W. Stewart, mgr. Farmersville Mill & Light Co.

Washington, D. C., Mar. 1.—During the greater part of February there was ample snow covering over much of the winter wheat belt, but much snow disappeared after the 20th, leaving the southern and western portions without protection. In Iowa, Nebraska, and Kansas winter wheat has passed the winter thus far in good condition, but some doubt is entertained as to what its condition in Illinois, Indiana, and Ohio will be when snow disappears. The crop has, however, been generally well protected in these last-mentioned states and also in the middle Atlantic coast districts. The condition of winter wheat on the Pacific coast is favorable, except in Washington, where it experienced severe freezing weather.—Jas. Berry, Chief of Climate and Crop Division.

Wymore, Neb., Mar. 4.—I spent about three hours this afternoon looking at our wheat which is badly infested with the Hessian fly, moth or grub. Very few farmers are aware of it yet. Our wheat started out fine last fall but soon began to dry up. Field after field which looked green in a week or two almost looked like bare plowing. However, the real late sowing kept green until the ground froze up, but it is all infested now. I dug in over 20 places in a field which had never been in wheat before and never failed to find from 2 to 5 grubs on a single root. Some farmers say you will hardly notice them until the wheat begins to head out and then down it goes. Two of the boys were looking at their late wheat about a half mile from this field yesterday and they say every other blade had grubs.—Philander Chase.

Spokane, Wash., Mar. 4.—There has been a great deal more damage done to the fall sown wheat in the Pendleton country than was at first supposed. The recent warm weather has had the effect of revealing the damage suffered by the crop. The grain that was sown early in the fall has suffered severely but the late sown has been damaged little or none. In the western part of Umatilla county about 50 per cent of the crop has been frozen out, which will mean a loss in the entire country of from 10 to 15 per cent. Donald Ryrie, who has charge of the business of Balfour, Guthrie & Co. in this city, recently made a tour of inspection thru the Camas and Nez Perce prairies for the purpose of determining present prospects for the new crop. He was agreeably surprised to find wheat in such excellent condition and believes the ground has been well protected and that the cold weather did no serious damage. There has been no perceptible injury to winter wheat in the Colfax section in Whitman county and the crop prospect is deemed unusually good for this season of the year. The acreage of winter wheat is fully up to the average, while the acreage of spring wheat will be large.—M. C.

Dallas, Tex., Mar. 6.—Since the warm weather set in the farmers in the state have had a chance to figure up the damage to the fall and volunteer oats and it is evident that the crop from these sources will be very small in this state, as nearly all of it was killed by the extreme cold of Feb. For the past week the weather has been open and farmers are very busy replanting. While the season for planting oats in Texas is very far advanced they are still very busy with this crop and will be for some little time, and as a consequence the dealers have had a rush of seed oats. The wheat crop is in excellent shape and the harvester people state that they are doing a fine business in making contracts with the dealers for the spring supply of twine. This would indicate that there is in prospect a good crop of small grain, principally wheat. The season in the ground is the best we have had in years and unless there should be some unforeseen calamity Texas crop of wheat will be considerably above the average. The amount of acreage is considerably increased in nearly all sections of the state and especially is this the case in the central and north portion of the state.—J. S. W.

Geary, Okla., Mar. 8.—About 12,000 acres of grain were sown in this vicinity. Condition fair. Estimated yield, last year's crop, not over 6 bus. per acre. Plenty of moisture at present time. No damage done to growing crop. Oat acreage greatly reduced.—A. T. Kruse, mgr. Geary Milling & Elfr. Co.

Berne, Ind., Mar. 8.—Farmers in this vicinity are feeling elated over the fine prospects of a large wheat and clover crop next summer. If the weather during the present month is not too severe, the outcome will be one of the largest wheat crops raised in this section of the country for the past ten years. Wheat and clover fields are nearly as green as they were last fall.—Berne News.

Windfall, Ind., Mar. 8.—Comparatively little wheat remaining in the hands of farmers. Corn in farmers' hands about 25 per cent. No oats are in farmers' hands other than seed oats. Growing wheat looks fine but acreage extremely small. Preparation is being made for sowing larger oat crop than usual. Farmers are expecting to put out heavy acreage of corn and anticipate a good crop year owing to the extreme winter we have had.—J. C. Hadley.

Columbus, O., Mar. 1.—The winter has been favorable for the protection of the wheat, which was seeded late and had obtained but small growth when the winter set in. There has been a great amount of snow which covered the fields for long periods and therefore no upheaval of the roots by alternate thawing and freezing. Many reports of wheat as small, and some referring to wheat on hillside and in it as frozen. The present condition of wheat is estimated as 71 per cent of an average, about the same average as it was on Jan. 1.—Ohio Department of Agriculture.

Baltimore, Md., Mar. 7.—The feature of interest just now among farmers and grain men is how wheat will come out under its blanket of snow. Reports from nearby states are all encouraging, and while the growth is not forward, the plant is sturdy and in splendid shape to withstand the severest test of its growth. "March freezing and thawing" is the most favorable conditions prevail throughout the middle west, May wheat speculators have another guess coming to them. The heavy covering of snow served the double purpose of protecting the wheat and preventing deep freezing. This will not only give the wheat an early "start off", but under normal weather conditions the growth will be in condition for spring planting and seeding in good time. Condition of corn arriving in this market continues excellent, and, unlike the past two years, the complaint is of quantity, not quality. The heavy crop of splendid corn in nearby states has not up to this time been a factor in the export market. Farmers seem loath to part with the first crop of good corn they have had in years, and the consumption is unusually heavy, both because of the long and severe winter, and the more than average number of cattle fed. There will be a surplus to market, but it will be widely distributed, and no time will be wasted in movement heavy enough to influence the general market.—B. M.

Chicago, Ill., Mar. 9.—I have received so many replies to my inquiry of date, Feb. 26, relative to the amount of wheat in second hands, and they are so varied in tone, that I find it impossible to compile the same as I intended. The inquiry was directed to the leading millers throughout Ohio, Michigan, Indiana, Illinois, Kentucky, Tennessee, Wisconsin, Missouri, Nebraska, Kansas and Oklahoma, or the principal winter wheat states. The replies received plainly show that there is considerably more wheat left in second hands than the trade was led to believe. The majority, especially the larger millers, say they have ample supplies on hand, and that there is at least 20 per cent of the last crop still held by farmers. Almost every miller reports a very slack demand for flour, with a large stock on hand. The most significant feature, however, is that the wheat and flour has been and is still being carried without the usual hedge out against it in the Chicago market as protection. This is only natural owing to the fear of manipulation in our May wheat. No complaint whatever is made about the growing crop of winter wheat. On the other hand, all say this condition, as far as it was possible to say on March 1st, was far above the average, and without something overtakes the crop from now on, there is every reason to look forward to a better harvest, both in quantity and quality, than in 1904.—Edw. G. Hepman.

Grain Trade News

ARKANSAS.

Little Rock, Ark.—On Mar. 1, T. H. Bunch had 3 solid trainloads of corn en route from Omaha to his new eltr. at Little Rock.

Pine Bluff, Ark.—T. H. Bunch is installing a complete sprinkler system and other improvements at his mill and eltr., under the superintendency of Fred Friedline.

Little Rock, Ark.—The Arkansas Railroad Commission held a meeting, Mar. 8, at Little Rock, to consider a reduction of switching charges which shippers allege are excessive.

Little Rock, Ark.—The Cunningham Commission Co. has not its insurance adjusted and is experiencing many delays in getting a suitable site on which to rebuild its eltr. and corn meal plant.

Little Rock, Ark.—The recent fire which destroyed 2 eltrs. at New Orleans will not injure the export business thru Little Rock. During the latter part of Feb. the Missouri Pacific-Iron Mountain system routed 2,000 cars of grain via Little Rock for New Orleans export.

CALIFORNIA.

San Francisco, Cal.—The State Harbor Commissioners on Feb. 23 adopted new regulations effective Apr. 1, under which tolls will be charged on grain immediately on its being discharged from the vessel. Heretofore no revenue accrued until the grain had been 3 days on the dock. On grain discharged from vessels at sections 1 and 2 of the seawall, or hauled from other wharves or from warehouses for shipment at sections 1 and 2 of the seawall, the tolls are 2½ cents per ton. On flour, millstuffs, beans and seeds the tolls are 5 cents per ton. Grain, flour, millstuffs, beans and seeds must be removed from the sheds before 5 o'clock p. m. on the fifth day, exclusive of Sundays and holidays, following the one on which the vessel bringing same finished discharging at said sections of seawall, unless sooner ordered to be removed by the wharfinger. At the expiration of said five days all of said articles remaining on the front forty feet will be removed, without further notice, to the back thirty-five feet of the sheds, at the expense and risk of the owner thereof, where they may remain (unless sooner ordered to be removed by the wharfinger) for twenty days, exclusive of Sundays and holidays, after the expiration of the said five days, without further charge, except that grain shall be charged a wharfage charge additional of 2½ cents per ton, or a fraction thereof, for such twenty days, or fractions thereof.

San Francisco, Cal.—The 17 different claimants to the grain in the warehouses of the bankrupt firm of Eppinger & Co. have all signed a stipulation under which

twelve of the banks that hold warehouse receipts for grain as security for loans made to the bankrupts will receive stated sums. The warehouse receipts of all will be decreed to be promissory notes and after the stated payments are made an addition of five per cent will be paid on the face value of the notes, which aggregate about \$700,000. As creditors, these claimants also receive dividends from the bankruptcy proceedings, the remainder of the \$102,000 for which the grain was sold going into the fund of the trustee in bankruptcy. The values of the notes of the respective banks, as represented by the 3,500 tons of grain remaining in the warehouses at the time of the failure, are as follows: Bank of Monterey, \$4,400; American National, \$12,000; Wells Fargo, \$4,000; Bank of Yolo, \$3,000; Haslach & Kahn, \$3,000. In addition to these sums, Haslach & Kahn are to be paid \$1,625 on condition of agreeing not to file a claim in the bankruptcy proceeding in which any of the other parties are interested. Heller & Powers, who represented the Nevada Bank and others with like interests, are to receive \$2,500 for their legal services and the costs, \$81.21, and the reporters' fees are to be paid out of the fund. Receiver Henry Wadsworth has already been awarded a fee of \$3,000 and his attorneys a fee of \$2,000.

CANADA.

Edmonton, Alta.—A. York & Sons are new in grain and commission business.

Port Arthur, Ont.—The Canadian Northern Ry. has been shipping wheat all rail over the C. P. R. to St. Johns.

Fort William, Ont.—The Lake of the Woods Milling Co., on Mar. 2, began the shipment of about 250 cars of wheat back to its mills at Keewatin.

Ft. William, Ont.—The Empire Eltr. Co. has issued bonds amounting to \$375,000, all of which have been taken by the Minnesota Loan & Trust Co., of Minneapolis.

Winnipeg, Man.—The Canada Malting Co., of Toronto, has purchased 2 acres on the Pembina branch of the C. P. Ry. and will build a 150,000-bu. eltr. and malting houses.

Toronto, Ont.—The Goderich Eltr. & Transit Co. has declared a dividend of 9 per cent for the past year. The company's business has taken a turn for the better during the past two years.

Toronto, Ont.—The Board of Trade has recommended the appointment of W. E. Milner, of Brampton, as grain inspector at Toronto. It is said that the office will be given to E. M. Campbell, a mill manager of Toronto Junction.

Winnipeg, Man.—The annual meeting of the Winnipeg Grain & Produce Ex-

change Clearing Assn. will be held, Mar. 14, in the Board Room of the Winnipeg Grain & Produce Exchange at 3 p. m., for the election of officers and for the transaction of general business.

Baldur, Man.—Bin No. 7 of the eltr. of the Dominion Eltr. Co. burst recently about 30 ft. from the ground, but a car was loaded from it immediately, which eased the pressure and stopped all danger of the whole side giving way. The high wind is supposed to have been the cause of the trouble.

Montreal, Que.—The Harbor Board has practically decided to pay the claim of the Steel Storage & Eltr. Construction Co. for the balance of \$57,000 due on the new eltr. The Board's attorney has advised the Commissioners not to insist on penalties if the builders are willing to give up their claim for damages.

Toronto, Ont.—The annual meeting of the grain and flour department of the Board of Trade was held Feb. 15, when the following officers were elected: D. Plewes, Jr., chairman; C. W. Band, vice-chairman; F. G. Morley, secy. and treas. Executive committee: F. W. Hay, Listowel, John Garrick, W. D. Matthews, C. B. Watts, A. V. Pearce, J. L. Fisher, and Hedley Shaw.

Regina, Assa.—The case of L. Gottle, of Pilot Butte, vs. Jas. Richardson & Son, of Winnipeg, was heard Mar. 4, and plaintiff was given judgment for \$74.21, the amount claimed. The testimony showed that Gottle sold to the firm's agt. at Pilot Butte 2 car loads of wheat, which he said had graded No. 1 feed. The price was 57 cents and the agt. wrote out a paper for Gottle to sign that he would sell the wheat at that price and also wrote wheat tickets to the same effect. The defendant argued that the wheat was sold not for 57 cents, but on the basis of 57 cents for No. 1 feed, and that as one of the cars had graded but No. 2, the price of which was 49 cents, that was all the plaintiff was entitled to, and had been paid. The judge held that the paper signed and the wheat tickets corroborated the story of plaintiff and gave judgment accordingly.

CHICAGO.

H. G. Vogel, formerly with Milmine, Bodman & Co., will engage in the brokerage business on his own account.

R. W. Rathbone, who recently retired from his position as flour inspector on account of ill health, died Feb. 28.

Peter Motel, a local grain inspector, was crowded from the platform of a street car, Feb. 23, and was seriously injured.

The Nash-Wright Co. has settled with the American Corn Milling Co., whose plant now will be managed by Robert Zorge.

A single sale of 1,000,000 bus. corn was made in the pit near the close, Mar. 6, Bartlett, Frazier & Carrington being the buyers.

It is said that the Big Four, which now uses the Illinois Central tracks from Kanakee, will build its own double track into Chicago.

Memberships in the Board of Trade are selling at \$3,000.

The Holland Linseed Oil Co. has increased its capital stock from \$2,000 to \$20,000.

Wm. F. Zeller has been admitted as a partner in the firm of Bartlett, Frazier & Carrington.

W. M. Hirschy has accepted a position as traveling representative of H. Hemmelgarn & Co., having severed his connection with the United Grain Co.

E. F. Rowland and his associates have been enjoined by Judge Tuley from collecting funds of the firm of E. F. Rowland & Co., or disposing of its property.

A sale of year oats was made at 29 cents, Feb. 27, the first trade of the kind in years. The seller has the privilege of delivering the oats any time within a year.

Philip B. Norcom, who for many years represented the old firm of Schwartz-Dupee in the corn pit, has accepted the same position with the Knight-McDougal Co.

Chicago has been getting good offers of corn from Iowa and Nebraska, but the uncertainty of getting cars for eastern shipment has curtailed the amount of business.

James Bradburn, a member of the Board of Trade for many years, died Mar. 1, aged 53 years. He had been connected at different times with Chas. G. Gates & Co. and Pringle, Fitch & Co.

H. H. Freeman, a prominent grain and hay commission merchant, was married Mar. 6 to Miss Retta Regina Schneider. After the wedding dinner the newly married couple left for a trip to California.

Attempting to buldoze shippers into shipping grain to you by threatening to install a scoop shovel shipper at their station, is cowardly, and will prove a greater influence against than for any receiver who does it.

The Illinois Central has made a reduction of nearly 2 cents on corn for export from points in Illinois when shipped via Chicago to the Atlantic seaboard. Similar reductions are to be made by the Alton and Wabash.

Type samples of No. 1 northern wheat were decided upon at a meeting Mar. 2 of the grain committee of the Board of Trade and the state grain inspection dept. The standard weight has been reduced from 58 to 57½ pounds.

The bill introduced in the legislature by Representative Iserman, of La Salle County, declaring the buying and selling of stocks and grain on margins to be gambling transactions, would probably be decided to be unconstitutional if enacted.

Judge Tuley has decided that Tracy & Co. must answer to the bill for an accounting filed by the First National Bank of Dundee, Ill., for the loss of \$45,000 of the bank's funds thru the speculations of its cashier, F. B. Wright, thru Tracy & Co.

The L. S. & M. S. R. R. has contracted with the Barnett & Record Co. for a 500,000-bus. storage and transfer eltr., to be erected at Indiana Harbor. The transfer

house will be of steel frame and bins, with brick veneer, of 150,000-bus. storage. Thirty feet from the working house will be a nest of 15 large and 8 small tile bins, of 350,000-bus. storage. It will have 2 receiving and 1 loading track.

The Peavey eltrs., A. & B, at South Chicago, have recently been equipped with automatic journal alarms, and hereafter a heated journal will be indicated immediately in the engine room, and an alarm sounded. The fire insurance companies make a reduction of 25 cts. per \$100, for the installation of the alarms in cleaning elevators and 15 cts. in storage eltrs.

With the settlement of the grain rate war that has been raging for the past 2 months between the eastern and gulf lines, it is seen that Chicago has gained 2 important concessions. One is that Chicago is the basing point, and the other is the inclusion of the loading charge, amounting to a reduction of ¾ cent.

The directors of the Board of Trade adopted the report of the clearing house committee, Mar. 7, that in the case of a corporation, the names of its officers and directors and its corporate name, and, in the case of a firm, the names of its members and its firm name, must be immediately registered at the clearing house; also any change in name or membership in the firm or corporation, under penalty of a fine of \$5.00.

James A. Patten, B. A. Eckhart, James Pettit, Henry S. Robbins and Walter Fitch composed the strong delegation of the Board of Trade, which appeared before the senate committee on judiciary, Feb. 28. The committee listened closely for 3 hours to the arguments in favor of the passage of the 2 bills introduced by Senator Dixon, of Chicago, correctly defining a bucket-shop and exempting the legitimate transactions of the Board of Trade from the gambling act of 1874.

The clearing house of the Board of Trade has a new regulation approved by the directors, Mar. 7, as follows: If a claim is not allowed by the debtor, the claimant must, on notice thereof, pay to the clearing house by certified check the amount claimed; such payment to be made before 1 o'clock p. m. of the day on which notice is served, under penalty of a fine of \$5. If such claim is not paid prior to 2:30 o'clock p. m. of the same day, the clearing house will hold whatever funds it may have belonging to the claimant or his creditors, until such claim is satisfied.

The resolution adopted by the directors of the Board of Trade creating a committee of insolvencies is, "That a committee be added to the standing committees of the Board, to be designated 'committee on insolvencies,' to consist of three directors of the Board. The duties of such committee shall be, in case of business failure of any person, firm or corporation, represented in the membership of the Board, to investigate as to the causes of such business failure and to inquire into all circumstances connected therewith, which, in the judgment of the committee, might involve the good name and dignity of the Association; and to report without delay to the board of directors the result of such in-

vestigation and inquiry." Under the resolution, Acting President Fitch has appointed Walter Comstock, John H. Jones and Emil W. Wagner as the committee, and they held their first and preliminary meeting, Mar. 2.

Clifton R. Wooldridge, the boldest and most efficient bucketshop detective Chicago ever had, has been under trial before 13 sessions of the police commissioners for his alleged illegal practice of raiding bucketshops to secure criminal evidence against the operators. During Wooldridge's present inactivity at least four get-rich-quick schemers are conducting their swindles unmolested, as it is impossible for the police to get evidence against them without entering their offices and breaking open the desks to get at their papers.

In the suit of Oliver A. Holcomb against Adolph Kempner & Co., to recover money lost in grain speculation, the Supreme Court of Illinois has just decided in favor of Kempner, who is a member of the Chicago Board of Trade, saying: "An undisclosed intention of complainant to gamble in grains and settle in differences was not sufficient to prove a violation of the law by Kempner." This decision was expected by everyone familiar with the law, as the courts have invariably decided that no customer can recover from his broker on the gambling plea. This decision is not a reversal of the Supreme Court's decision in the case of the Weare Commission Co., as alleged. The Kempner case was a civil suit; the Weare case was a criminal prosecution. One was an attempt by a customer to recover money; the other was an attempt by the state's attorney to put an alleged gambling house out of business. No customer can start suit under the law under which the Weare Commission Co. was convicted.

COLORADO.

Denver, Colo.—The Longmont Farmers Mill & Eltr. Co., of Longmont, will build a 600-barrel mill; and has increased its capital stock from \$75,000 to \$200,000.

IDAHO.

Nampa, Idaho.—Wm. Haworth will discontinue his grain business.



One Thing to Do, and Uncle Sam is Going to Do It.—New York Herald.

ILLINOIS.

Mazon, Ill.—J. R. Wragg has succeeded J. B. Clark & Co.

Longbranch, Ill.—The farmers are organizing an eltr. company.

Glenarm, Ill.—The eltr. of F. E. Barbee was damaged by fire Feb. 19.

Leslie, Ill.—The Smith-Hippen Co. will rebuild the eltr. burned Jan. 16.

Media, Ill.—John Christian is mgr. for Chas. C. Davis & Co., of Laura.

Bolivia, Ill.—Baker & Son intend doing a scoop shovel business this season.

Arthur, Ill.—Baker & Cahill contemplate the erection of a 20,000-bu. eltr.

Peoria, Ill.—Grain dealers of central Illinois held a meeting Feb. 28 at the hotel Fey.

Media, Ill.—W. W. Day has bot out Barry Bros., and is now operating at this point.

Gridley, Ill.—The Gridley Eltr. Co. is completing plans to build in the near future.

Findlay, Ill.—The Findlay Grain & Coal Co. has increased its capital stock from \$4,000 to \$6,000.

Decatur, Ill.—J. P. Faris, of Niantic, and O. H. Cannon have opened a grain brokerage office.

Mt. Carmel, Ill.—W. H. Dane has charge of the eltr. for the Princeton Eltr. Co., of Princeton, Ind.

Weldon, Ill.—S. Miller and C. Gade have bot the eltr. of V. C. Swigart and took possession Mar. 1.

Decatur, Ill.—The Shellabarger Eltr. Co. has increased its capital stock from \$150,000 to \$250,000.

Kilbourne, Ill.—The Farmers Eltr. Co. has been organized and will be incorporated with \$6,000 capital stock.

Hudson, Ill.—Asa M. Skinner & Son took possession of the eltr., purchased from R. A. Ensign & Co., on Feb. 15.

Blue Mound, Ill.—Frank Ward, of Blue Mound, won fifth prize at the recent Chicago corn show and his prize money amounted to \$115.

Litchfield, Ill.—C. B. Munday & Co. have succeeded the Munday-Settlemyre Co. and will continue the business on the same lines as heretofore.

Hume, Ill.—The National Eltr. Co., of Indianapolis, is improving its eltr., using Constant's water-tight eltr. boot and extending the patent chain feeder, 240 ft.

Adrian, Ill.—The Adrian Eltr. Co. incorporated, \$5,000 capital stock, to deal in produce and fuel. Incorporators, Thos. Singleton, W. T. Lambert and W. S. Black.

Dallas City, Ill.—The Dallas City Ice Co. incorporated, \$200 capital stock, to deal in ice, grain and fuel. Incorporators, John Mohr, H. L. Jackson and D. H. Northrup.

Sadorus, Ill.—The 60,000-bu. eltr. of Suffern, Hunt & Co. is equipped with 2 eltrs., a No. 2 Western Cleaner, No. 2 Western Sheller, 40,000-pound hopper scales and a Boss Car Loader. J. H. Rankin is agt.

Peoria, Ill.—Ben Warren, of Warren & Co., who has been very sick nearly all winter, has returned from Chicago, where he has been in the hospital, and is getting along nicely now.

Earlville, Ill.—The Earlville Grange Eltr. Co. incorporated, \$12,000 capital stock, to deal in grain, fuel and merchandise. Incorporators, Edw. Weidner, J. M. Van Horn and Alvin Kaminky.

Wyanet, Ill.—The Wyanet Grain Co. incorporated, \$4,000 capital stock, to deal in feed, fuel, building material and implements. Incorporators, John Einsele, Delbert Mowry and S. F. Laughlin.

Mt. Carmel, Ill.—The 35,000-bu. eltr. for H. C. Kauffman has been completed. This eltr. has no connection with the Benet, Craft & Kauffman Milling Co., but is owned personally by Mr. Kauffman.

Decatur, Ill.—Hugh Bone has returned from Louisiana and is now engaged in the grain business with his father, T. A. Bone. Mr. Bone has been south for 5 years, but had to return on account of his health.

Sibley, Ill.—The Sibley Grain Co. incorporated, \$5,000 capital stock, to deal in grain and coal and operate eltrs. Incorporators, Geo. Stockdale, Wm. Rudolph and Aug. Brucker. It is a farmers' company.

Greenville, Ill.—Geo. Grube and Louis Mange have rented the eltr. of Mark Breuchaud and have succeeded him in the business. The new firm will deal in grain and coal. Mr. Breuchaud started this business in 1869 and sold out only because he wished to retire from business.

Peoria, Ill.—John G. Jones, at one time one of the most prominent commission men of Peoria, died very suddenly, Feb. 27, aged 61 years. He was traveling representative for several years for S. C. Bartlett & Co., and afterward their mgr. for 15 years. He afterward went into the commission business for himself.

Milneine, Ill.—Hamman & Walker have purchased the eltr. of the Shellabarger Eltr. Co. and will succeed to the business about Mar. 15. Geo. W. Walker was formerly with B. S. Tyler & Co., but is now engaged in the grain brokerage business in Decatur. Frederick Hamman is a farmer. C. A. Burks brot about the deal.

Tuscola, Ill.—The farmers eltr. company, known as the Tuscola Grain & Coal Co., is defendant in a suit for \$15,000 brot by Bragg, Helm & Co., bankers, at Tuscola, to recover on a note given by the company a year ago. It is believed the 100 farmers who compose the company will have to go down into their pockets for about \$150 apiece to pay for their experiment in the grain shipping business.

Henkel sta., Mendota P. O., Ill.—Fred Crawford, aged 19, was killed in the eltr. of P. Maus, Feb. 17. No one was present when the accident occurred, but indications showed that the young man had attempted to put on the belt, which caught his woolen sweater and threw him against a revolving shaft which wedged him against a partition, stopping the machinery. A man who had come with a load of corn was soon on the scene, but too late to be of any assistance.

Garrett, Ill.—The farmers company, known as the Garrett Grain & Coal Co., is defendant in a suit for \$16,000 brot by Greve, Slater & Co., bankers. The company is said to have gone about \$10,000 to the bad during the past year; and no one knows where the money has gone. The farmers who took stock in the company are expected to pay the loss.

Bushton, Ill.—The Farmers Eltr. Co. is said to have been victimized to the amount of \$407 by a fraudulent commission company at Cincinnati, known as Overstreet & Co. Overstreet & Co. solicited shipments and pocketed the proceeds of cars of grain whenever the bill of lading was not accompanied by draft. Farmers companies and one eltr. man in southern Illinois and Indiana are said to have been swindled out of \$15,000.

The report of the Illinois Good Roads Commission has been printed in a 56-page pamphlet. The Commission says of the present law: "A system which has been in force 22 years, and under which only 26¼ miles of road has been built, has not proven satisfactory to the people of the state." An appendix to the report contains articles on progress of road legislation on the different states, traction tests, speech of Pres. Roosevelt at the National Good Roads Convention at St. Louis, speech of Wm. Jennings Bryan, part of Governor Deneen's message on good roads.

Galesburg, Ill.—A customer of the Weare Grain Co. gave a note for \$250 as margin, and the note passed to the American Trust & Savings Bank, which brot suit, and was given judgment against the customer, Henderson Woods, for the note and interest, \$269.46. Woods testified that it was all a gamble, that he had no intention, and that it was not understood, that any actual wheat was to be delivered. A. T. Chittenden, telegraph operator for the Weares, testified that there never were any deliveries, the customers settling on the differences. C. E. Hunter, formerly manager for the Weare Company, stated that the contracts were for actual delivery, tho often sold out before delivery by the customer taking his profit or losses. At the time the Weares failed, they owed Woods \$2,000, but he was not permitted to offset the note by this claim. The fact that the orders had been legitimately executed by the Weare Grain Co. in the pit of the Chicago Board of Trade, made the transactions legal and the note good. After being out all night, the jury gave its verdict in favor of the bank.

INDIANA.

Berne, Ind.—Chas. Marks has succeeded Bert Michaud as mgr. of the eltr. for the Berne Grain & Hay Co.

Pence, Ind.—F. R. Pence is overhauling his eltr. and making additions to the plant. The B. S. Constant Co. furnished the machinery.

Kitchel, Ind.—A. Gardner, owner of an eltr. at Cottage Grove, has become a stockholder and director in the Kitchel Eltr. Co., and was recently elected vice-pres.

Rushville, Ind.—E. W. Ball, of Ball & Ball, grain dealers, is very ill with appendicitis.

Lake Cicott, Ind.—Million & Million contemplate rebuilding their eltr. and hope to have it ready for the coming wheat crop.

Lafayette, Ind.—The Shadeland Grain Co., incorporated, \$5,000 capital stock. Directors, M. Schnaible, John Sattler and J. F. Schnaible.

Terre Haute, Ind.—Bartlett, Kuhn & Co. has secured the privilege of building a line of eltrs. along the Chicago division of the Southern Indiana Ry.

Elhara, Ind.—The Worthington Eltr. Co. has purchased the grain business of Thos. G. Taylor. Mack Chambers will be mgr. for the new owners.

Wheatland, Ind.—J. H. Allen, of Allen & Welton, wrenched his ankle severely, Feb. 16, while working around the sheller. It was thot for a time that his ankle was broken.

Washington, Ind.—Jesse Goshorn has purchased the grain business of the Worthington Eltr. Co. Mr. Goshorn formerly owned this business and sold to the eltr. company.

Lebanon, Ind.—J. W. Witt, of Whites-town, has bot the mill site of Adney, Walker & Co. for \$3,700, and will build a \$5,000 eltr. and feed mill this spring. Mr. Witt will continue to operate his eltr. and mill at Whitestown.

Raymond, Ind.—Chas. E. Reighard, formerly treas. of the Interstate Grain Co. of College Corners, O., has purchased the eltr. at this point from the company. He has had charge of the plant ever since it was completed about 18 months ago.

The property owners of Indiana are to be congratulated upon their success in overcoming the selfish opposition of the stock fire insurance companies and inducing the legislature to enact into law H. B. No. 2. The only amendment made was that increasing the cash assets to \$50,000. Hence hereafter mutual companies of other states having that amount of cash assets and \$100,000 in premium notes will be admitted to that state. It does not make the requirements of Indiana reciprocal entirely, but it is much better than it was before and insurance in good mutuals will be more plentiful hereafter in the Hoosier state. The state's requirements for mutual companies organized in the state is \$20,000 cash assets and \$100,000 in premium notes. Why it should require more of foreign companies than of home is not clear, but with this amendment the bill went thru with a whoop.

The many friends of Secretary C. B. Riley, of the Indiana Grain Dealers Assn., will be pleased to learn that he has consented to become a candidate for a position on the new Railroad Commission of the Hoosier State, which is to be composed of three members, only two of whom shall belong to one political party. Mr. Riley is a member of the party in power and no doubt can readily obtain the place if the shippers of the state bring sufficient influence to bear upon the Governor. His persistent, earnest work in connection with the Indiana shippers' assn. was directly responsible for the

legislation which has finally been given in hope of bringing relief to the shipping public. It is all important that the early work of the commission shud be in the hands of its friends, and surely no one has a clearer conception of what is needed and of what it is desired to attain than Secretary Riley. Grain shippers of the state, who have their own interest at heart, will immediately take up the matter with the Governor in behalf of Secretary Riley.

INDIAN TERRITORY.

Narcissa, I. T.—Gurtin & Reuter, of Miami, will soon build an eltr.

Muscogee, I. T.—The North Texas Grain Co., of McKinney, Tex., is removing its headquarters to Muscogee.

IOWA.

Boyd, Ia.—O'Connor Bros. have sold out at Boyd and Westgate.

Sioux City, Ia.—The Great Northern Ry. has bot the Union Terminal Ry.

Modale, Ia.—J. H. Hamilton & Co. will build an eltr. Work will commence at once.

Estherville, Ia.—Henry Rippe has sold his eltr. but will retain possession for several months.

Gifford, Ia.—A car containing shelled corn was broken into recently and a large quantity stolen.

Pioneer, Ia.—Wittman & Ehnke have bot the eltr. of the Chicago Grain & Eltr. Co. and took possession, Mar. 1.

Sioux City, Ia.—Pres. Slaughter, of the Akron Milling Co., states that he will build a grain eltr. the coming summer.

Webster, Ia.—C. L. Jarvis, formerly of Keswick, has purchased the grain and lumber business of the Valley Lumber Co.

The Grain Dealers Union of S.-W. Ia. and N.-W. Mo., will hold its annual meeting at Hotel Johnson, Red Oak, Ia., Apr. 12.

Sioux City, Ia.—L. McKendrick visited Chicago recently to endeavor to induce one of the large grain companies to build a terminal eltr. for Sioux City.

Cedar Rapids, Ia.—The entire plant of the American Cereal Co., the biggest oatmeal mill in the world, was destroyed by fire, Mar. 7. Loss, \$1,500,000; insurance, \$1,000,000.

Newburg, Ia.—A shot was fired into the office of the Warren Grain Co. recently, narrowly missing a group of men who were seated there. The person who fired the shot is unknown.

Council Bluffs, Ia.—The Alfalfa Meal Co., which was burned out, Feb. 2, in Omaha, has leased the old canning factory and will take possession immediately with a plant of increased capacity.

Council Bluffs, Ia.—The Union Eltr., which is under lease to the Trans-Mississippi Grain Co., of Omaha, burned Mar. 6, with 300,000 bus. of grain, mostly corn. Loss on building, which was owned by the Union Eltr. Co., \$75,000; on grain, \$125,000. Insurance on building, \$56,000; grain loss fully covered. The fire started from a hot journal in the hoisting apparatus,

and owing to the heat and lack of water had to be allowed to burn itself out.

Sloan, Ia.—The Sloan Eltr. Co. has requested the state railroad commission to investigate its complaint that the North-western road refuses to furnish cars for shipping to Omaha or Council Bluffs, but has offered to supply all the cars desired if the company will ship to Chicago. In reply to a large number of protests against the high local rates from Iowa points compared with the rates from Omaha, the commission has written shippers that it has no power to make any part of a thru rate.

The Iowa Grain Dealers Assn. and the railroads are defraying the expense of printing the thousands of Ames College bulletins sent out to farmers to demonstrate the Holden seed corn tests. The state has no appropriation to disseminate this useful information. Secy. Wells, of the Iowa Grain Dealers Assn., has requested every member in the state to build a Holden germinating box for seed corn testing, place it in his office and to show it and explain it to every farmer and land owner coming into the office.

Des Moines, Ia.—After his recent return from a 10 days' arduous trip over the C., M. & St. P. R. R., disseminating the gospel of pure seed corn, Professor P. G. Holden said: "I was agreeably surprised at the great interest manifested by farmers and business men. At nearly every point large crowds greeted us. At Storm Lake, Wednesday night, more than 600 attended the meeting at the opera house. At various points along the line we had to have three lectures, the crowd being too large to be accommodated in the coaches at one time. At some points, the farmers had engaged halls and took us from the train to the halls to hold the meetings." The pure seed special of the Northwestern road started on a 2-weeks' trip, Mar. 6, arranged by Geo. A. Wells, secy. of the Iowa Grain Dealers Assn. On the last 5 days the special will make the following stations: Mar. 15: Thor, 8.10 a. m.; Dakota City, 8.55; Rutland, 9.35; Bradgate, 10.20; Rolfe, 11.00; Havelock, 11.45; Laurens, 12.45 p. m.; Marathon, 1.25; Sioux Rapids, 2.10; Linn Grove, 2.50;



The Senate has Arranged for a Committee to Sit on the R. R. Rate Proposition this summer.—Minneapolis Journal.

Peterson, 3.35; Hawarden, lecture in public hall at 7.30 p. m. Mar. 16: Ireton, 8.45 a. m.; Maurice, 9.30; Orange City, 10.15; Alton, 10.50; Granville, 11.35; Paullina, 12.20 p. m.; Sutherland, 1.20; Goldfield, 4.45; Renwick, 5.30; Luverne, 7.00; Irvington, 7.45; Plum Creek, 8.30. Mar. 17: Burt, 8.30 a. m.; Lone Rock, 9.10; Fenton, 9.50; Ringstead, 10.30; Halfa, 11.05; Gridley, 11.15; Dolliver, 12.15 p. m.; Scarville, 3.30; Lake Mills, 4.10; Joice, 4.55; Hanlontown, 5.35. People at Halfa will be taken to Gridley for the lecture. Mar. 18: Cartersville, 8.26 a. m.; Dougherty, 9.08; Aredale, 9.50; Dumont, 10.32; Kesley, 11.15; Parkersburg, 12.01 p. m.; Stout, 1.10; Dike, 1.50; Voorhies, 2.40; Buckingham, 3.18; Clutier, 4.26. Mar. 20: Kelley, 9.00 a. m.; Slater, 9.30; Sheldahl, 10.10; Polk City, 11.00; Crocker, 11.50; Ankeney, 12.30 p. m.

KANSAS.

Ellsworth, Kan.—The Ellsworth Mill & Eltr. Co. will build an eltr.

Topeka, Kan.—Thos. Page is a candidate for the office of state grain commissioner.

Argentine, Kan.—Blasting has begun for the 1,500,000-bu. eltr. for the A., T. & S. F. Ry.

Garden City, Kan.—Beth & Kinnison will remodel their warehouse into a grain eltr. and will enlarge it.

Topeka, Kan.—Senator Blaker's bill, prohibiting terminal eltrs. from deducting 100 pounds from the weight of grain cars unloaded, has passed both houses.

Marysville, Kan.—The Beal Grain Co., of Kansas City, has bot 20,000 bus. of the wheat saved from the Excelsior Mills' fire. Capt. Hutchinson retains about 8,000 bus.

Topeka, Kan.—The house bill of Mr. Grasse, compelling railroads to build side tracks to eltrs. of more than 10,000 bus. capacity within $\frac{1}{4}$ mile, passed the committee of the whole, Feb. 21, after being amended.

Kingman, Kan.—A 75,000-bu. eltr. and 500-barrel mill will be built soon. T. J. Holdredge, of the Pond Creek Mill & Eltr. Co., of Pond Creek, Okla., and M. J. Shepherd, mgr. of the Harper Mill & Eltr. Co., of Harper, Kan., are interested.

Topeka, Kan.—When asked if he would serve his sentence, E. J. Smiley said: "That is a personal question, purely personal, and one that concerns me." As to getting rid of the jail sentence by paying additional fine if the court allows it, Mr. Smiley said: "I do not know a thing about that. I have not conferred with my attorneys at all concerning the matter. I will, however, within a few days. I do not look for any further action in the case, so far as arrest is concerned, for about sixty or ninety days. By the time the supreme court of the United States remands the case back to the supreme court of Kansas, and that court again to the district court of Rush county, that much time will elapse. Meanwhile, I shall talk to my lawyers, and let them take care of the matter."

Topeka, Kan.—Senator Noftzger's bill, No. 397, making it optional instead of compulsory for the shipper to have his car of grain weighed by the state grain inspection department, was killed by the senate in committee of the whole, Feb. 27. This bill was a meritorious endeavor by the Kansas City grain dealers to relieve the shippers from the expense of double weighing at terminal eltrs. The shippers of Kansas would have saved \$60,000 a year, according to State Grain Inspector Radford, who says: "The bill looks like a fair proposition, but really it sets aside the whole weighing department. On account of the way grain is switched around the farmer doesn't know which elevator his grain goes to, so that he could notify the state department." The Kansas City grain men worked for the passage of the bill, but were unable to overcome the lobby rushed up from one of the western grain wheat growing counties by the inspection department.

KENTUCKY.

Lexington, Ky.—The Bayless Fruit Co. is now operating a wholesale grain, seed and feed department.

Clay, Ky.—The Red Cross Milling Co. has been considering the enlargement of its storage capacity, but as the wheat crop is looking bad and there is but a small acreage, has about decided that it will do for the coming crop.

The Kentucky State Railroad Commission, composed of C. C. McChord, Mc. D. Furgeson and A. T. Siler, met at Morganfield, Mar. 3, to investigate the alleged arbitrary advance of 4 cents per 100 on grain, made some months ago by the Illinois Central.

LOUISIANA.

New Orleans, La.—Grain exports during Feb. amounted to 5,109,134 bus. of corn, with no wheat and no rye; compared with 404,729 bus. of wheat, 1,220,516 bus. of corn and 53,737 bus. of rye for Feb., 1904, as reported by W. L. Richeson, chief grain inspector of the New Orleans Board of Trade.

New Orleans, La.—Eltr. E, owned and operated by the I. C. Ry., with 350,000 bus. of corn, and Eltr. D, leased by the Harris-Scotten Co., of Chicago, with about 250,000 bus. of corn, burned, Feb. 26, along with the Stuyvesant docks, the terminals of the I. C. Ry. and the Yazoo & Mississippi Valley Ry. The fire was first seen in the conveyor of Eltr. D and so rapidly did the fire spread that 50 cars loaded with grain were burned despite the efforts made with engines to draw them beyond the danger line. It is thot that the loss will not exceed \$2,000,000. The city council is permitting the I. C. Ry. to use the streets for temporary tracks, and competing roads have placed their tracks and terminals at its service. Arrangements have been made to use the Chalmette eltr., which was recently leased by the Rosenbaum Grain Co., of Chicago, and all grain cars are now being sent to this eltr. The Westwego Eltr. may also be used. Secret service men of the I. C.

Ry., after investigation, believe that the fire was of incendiary origin. The I. C. Ry. has let the contracts for the erection of 2 eltrs. similar to those burned. Jas. Stewart & Co. have secured the contract for one of the eltrs. and a great part of the wharves.

MARYLAND.

Baltimore, Md.—The Hazlegrove Grain Brokerage Co. has dissolved partnership and W. M. Hazlegrove and S. G. Vickery have formed the Vickery-Hazlegrove Grain Co.

Baltimore, Md.—The Terminal Warehouse Co. has increased its capital stock from \$150,000 to \$300,000. The company contemplates increasing its storage capacity by building.

Baltimore, Md.—Wm. T. Henderson, of Henderson, Linthicum & Co., died, Feb. 12. Mr. Henderson was a prominent member of the Chamber of Commerce, and a committee of members was appointed to attend his funeral.

Frederick, Md.—The Frederick County Farmers Exchange has purchased the grain eltr. from Geo. E. Neff. The eltr. was formerly the property of the Eastern Milling & Export Co. The new owners will use the eltr. for storing grain.

Baltimore, Md.—Wheat, which has been buried in the ruins of the great fire of Feb. 7, 1904, has been found to be smouldering. The smoke from the smouldering wheat was discovered coming from the ruins of the building occupied by the Wm. Hopps Co., grain and hay dealers. The ruins have been covered by snow most of the winter, and it was not suspected that fire would be found after so long a time.

BALTIMORE LETTER.

The Danish steamer Nordhvalen has been chartered to go from this port to carry a cargo of grain from a gulf port to Roumania. This is regarded as remarkable, as Roumania is in the great grain producing section of Europe, and a cargo of grain from this country to a Black Sea port is a rare occurrence.

The milder weather has caused the ice to break up in the Chesapeake Bay and its tributaries, and there has been a general resumption of navigation after an unusually long embargo. Many of the sections of Maryland and Virginia, which rely upon water communication, had their stocks of goods very much reduced. The first steamers leaving here were overcrowded with freight, and in many instances divided up shipments in order to accommodate all who were dependent. The ice in the Bay was very heavy and the large ocean steamships required the assistance of the powerful ice boats to move in and out, while the small craft simply remained fast to the ice for weeks wherever they happened to find harbor.

The River and Harbor Bill which passed Congress in its last hours, gives Baltimore channel the appropriation which was originally in the House Bill, viz.: a cash appropriation of \$250,000 and a continuing contract authorization of \$1,000,000 more. This insures the deepening of the channel from its present depth

of 30 feet to 35 feet at mean low tide, and as the contract is continuous it guarantees future appropriations until a channel 35 feet deep and 600 feet wide is secured. This is important to shipping interests here, as the present 30-foot channel is insufficient to meet the growing requirements of modern heavy draught ocean carriers, and it will insure Baltimore's position as an Atlantic port.

The settlement of the grain rate war by the agreement of the western railroads to restore normal tariffs April 1st, will doubtless end the so-called "midnight tariffs," but the arrangement cannot be regarded with favor here, and will in all probability be met with a protest. The rates effective April 1st will be: Omaha to Gulf 18, to Baltimore 22½, Kansas City to Gulf 17, to Baltimore 22½. According to press reports, these figures include elevation, but it is not understood that railroads will absorb elevation here. The cost of elevation is 1½, which, with the difference in rates to the Gulf, practically gives the latter a differential as against Baltimore of 6 cts. from Omaha and 7 cts. from Kansas City. If the press reports are correct, it is more than likely that Baltimore and New York interests will protest against an arrangement which will prohibit seaboard business.—B. M.

MICHIGAN.

Riverdale, Mich.—V. P. Cash has again taken charge of his eltr.

Caro, Mich.—The Caro Eltr. Co. has purchased the eltr. of J. D. Wilsey.

Hancock, Mich.—W. H. Mason & Co. have completed a grain storage house and office.

Owendale, Mich.—Palmer Bros. have bot out Jones Bros., who were agts. for D. M. Osborne & Co.

Riverdale, Mich.—J. B. Thompson, who has had charge of the eltr. for the Saginaw Milling Co., has removed to Caro, where he will fill a similar position.

MINNEAPOLIS.

The Vaughan & Brackett Co. has succeeded the Spear & Vaughan Co.

The Osborne & McMillan Eltr. Co. will build 30 eltrs. on the new line of the Soo Road.

Andy Brenner has gone to the Bermudas to establish new distributing agencies for his now famous poodle sausage.

L. N. Loomis, of Loomis-Johnson-Lee Co., has just returned from a six-weeks' trip to Cuba and the Isle of Pines.

T. Donohue, formerly with the Calumet & Western Eltr. Co., has taken charge of the new feed dept. of the Wisconsin Northern Grain Co.

The Wisconsin Northern Grain Co. has secured possession of the Great Northern Eltr. and will thoroly remodel it and add 7 Monitor Cleaners and 2 Clippers.

Arguments for a new trial in the suit of Edwards, Wood & Co., against the Chamber of Commerce, regarding the posting of the Chicago grain quotations, are being heard, after which the case will go to the supreme court.

Memberships in the Chamber of Commerce are selling for \$3,600.

The Wisconsin Northern Grain Co. has bot three 20-inch attrition mills and will grind feed and give particular attention to the wants of the dairy farmers of Wisconsin.

The following have recently applied for membership in the Minneapolis Chamber of Commerce: Edw. F. Leland, of Ware & Leland, Chicago; W. H. Lake, of Lake & Co., Chicago; L. A. Arbogast, pres. of the Dakota Eltr. Co., of Duluth; S. W. Henderson, of Winnipeg; H. G. Finn and E. W. Folsom, of Minneapolis.

The Mutual Eltr. Co. incorporated, \$100,000 capital stock. Incorporators, Philip P. Ahern and L. M. Bergeson, of Taunton; Edw. L. Leland and Agnes D. Leland, Minneota, Gustave O. Miller, Porter; Winfield S. Peck, Wabassa; Michael F. Ahern. The officers of the company are, E. L. Leland, pres.; L. M. Bergeson, vice-pres.; Agnes D. Leland, secy. and treas. The company will operate a line of 13 eltrs. on the Northwest-ern south of Sanborn.

The long expected collapse of the Coe Commission Co. bucketshop came March 7 with the appointment of A. M. Harrison as receiver for the swindle. The concern had nearly 200 branch offices, tried to catch suckers as far east as Toledo and Detroit, was quite successful at Winnipeg, Canada, and recently had been invading new territory on the Pacific Coast. Business at some of its branch offices in the Northwest during the past winter has been so poor that local agents have not been able to make expenses, could not buy a railroad ticket to get out of town and had to walk the ties. Liabilities about \$200,000; assets probably nothing, as the receipts have been used to pay for litigation and the heavy running expenses. Geo. H. Hammond, the manager, ran the Combination Investment Co., at Chicago, which failed several years ago, owing \$280,000.

MINNEAPOLIS LETTER.

John Inglis was a visitor on 'change last week.

Douglas McKay has sold his interests in the Chambers-Farwell-McKay Co. and will represent Ware & Leland of Chicago on the Exchange.

The Gooding-Coxe Co. of Minneapolis has increased its capital stock from \$50,000 to \$150,000. Its mill at Royaltown which has been undergoing improvements started this week.

The American Grain Buyers Assn. of the Northwest was organized in Minneapolis last week. The first convention will be held here July 11, 1905. The following officers were elected: Charles L. Ward of Ellendale, N. D., pres.; William Steele of Delphi, Minn., vice-pres.; Ed. Barrett, of Atwater, Minn., sec.; E. H. Fuller of Wheaton, Minn., treas.—J. R.

MINNESOTA.

Stephen, Minn.—The Peavey Eltr. was damaged by fire recently.

Dawson, Minn.—Gilbert O. Helvig has removed to Denhoff, N. D.

Maynard, Minn.—The Thorpe Eltr. Co. has bot the eltr. of H. E. Braum.

West Union, Minn.—Lee & Gingery Co. are adding a lumber yard to their grain business.

Grogan, Minn.—The Walter-Bowman Eltr. Co., of Mankato, will build an eltr. this season.

Tintah, Minn.—The Tintah Co-operative Eltr. Co. has been organized and will build an eltr.

Hereford, Grant Co., Minn.—D. A. McDonald & Co., have bot the eltr. of the Corson Grain Co. here.

Stewart, Minn.—E. T. Alguire, of White, S. D., has bot the eltr. of Frank Sugden and took possession Mar. 1.

Milroy, Minn.—The Farmers Eltr. Co. has been organized. Thos. Reed and S. E. Weber are among the promoters.

Owatonna, Minn.—The Farmers Eltr. Co. will build an eltr. T. A. Herron is pres. of the company and Geo. A. Peterson, secy.

Triumph, Minn.—E. L. Leland, of Minneota, has purchased the eltr. of the Interstate Grain Co. Possession to be given June 1.

Faribault, Minn.—The Central Minne-sota Eltr. Co. is no longer located at this station. The Farmers Eltr. Co. is now doing business.

Lamberton, Minn.—The Farmers Eltr. Assn. Co. has been organized. Peter Aune, Thos. Moloney, John Blake, and others are interested.

Duluth, Minn.—The Board of Trade recently paid \$20,000 on the indebtedness on its new building, leaving but \$55,000 still to be paid.

The Landeen bill requiring grain shipments to be weighed on track scales has been referred back to the grain and warehouse committee of the Minnesota house.

Representative A. K. Ware of Northfield has introduced a bill in the Minnesota legislature establishing a maximum grain rate of 1 cent per ton per mile.

Triumph, Minn.—The farmers will organize a company to buy cereals and other farm products. If enough capital is subscribed to guarantee success an eltr. will be built.

Cleveland, Minn.—The Minn. Farmers Exchange of Minneapolis will build an eltr. at Cleveland and Emerald, N. D.; Boyd, Minn.; Daisy, N. D.; Pelican Rapids, Minn.; Blooming Prairie, Minn., and Farmington, Minn.



He Laughs Best, Who Laughs Last.—
Memphis News-Scimitar.

Swanson's bill appropriating money for the state agricultural college at Grand Rapids has been referred to the appropriations committee of the Minnesota house.

Winona, Minn.—The office of the Western Eltr. Co. was closed Feb. 25 out of respect for Emerson D. Dyar, its secy., and to allow the employees to attend the funeral.

Climax, Minn.—The Crookston Milling Co. has purchased the site of the Old Federal Eltr. which burned some time ago, and will build an eltr. of from 30,000 to 40,000-bu. capacity.

Wheaton, Minn.—The Wheaton Farmers Eltr. Co. has been organized. The directors are; Martin Lyden, J. E. Dodds, Thos. Torgerson, Peter Johanson, Fred Seidensticker, and others.

Hastings, Minn.—At a meeting of business men in the city hall Mar. 6 a resolution was adopted unanimously requesting the legislature to pass the reciprocal demurrage bill, house file No. 8r.

A bill providing for the appointment instead of the election of the state railroad and warehouse commissioners has been introduced in the Minnesota legislature by Elias Rache of Lac qui Parle.

Authority to suspend the long and short haul rule is given the state railroad and warehouse commission by the amendment to the code made by the judiciary committee of the Minnesota house.

Foxholme, Minn.—R. W. Ranney, of R. W. Ranney & Co., committed suicide in his office Feb. 23, while despondent over private troubles. He formerly lived in Duluth, where the company has offices.

Representative Morley has introduced a bill amending the statutes providing for the organization of co-operative assns. Senator Brower has introduced a bill in the Minnesota legislature providing for co-operative assns. holding stock in other similar corporations.

Erickson's bill prohibiting bucket-shops was approved by the committee on general legislation of the Minnesota House March 2. Peterson's bill placing a prohibitive license on bucket-shops will remain with the committee until the fate of Erickson's bill is known.

Henry Feig, supervising inspector of country eltrs., reports that in southern and central Minnesota he has found country grain dealers violating the law by taking 33 pounds for a bu. of oats and 50 pounds for a bu. of barley when the legal weight is only 32 and 48 pounds respectively.

Crookston, Minn.—The Crookston Milling Co. has bot the eltr. of the St. Anthony & Dakota Eltr. Co. Mr. Ramsdell, of the eltr. company has rented a storehouse for the use of the company for eltr. supplies needed by its many eltrs. in the district tributary to Crookston.

LeSueur, Minn.—Edw. W. Wierwill has leased the 80,000-bu. eltr. of E. H. Bauch, of St. Paul. Mr. Wierwill had a lease of this eltr. for the first 3 months of the grain season, then the Hubbard & Palmer Co. rented it and Mr. Wierwill acted as their agt. He will now buy on his own account.

Minor amendments to the code bearing on the grain and warehouse laws are being considered by the senate grain and warehouse committee of the Minnesota legislature. One provision will strike at the unlawful practice of issuing slips instead of regular warehouse receipts for grain at the eltr.

Austin, Minn.—The Mower County Farmers Exchange contemplate building an eltr. W. H. Kirkland, A. Newell, H. W. Lightly, and others have been appointed as a committee to carry out the plan.

The railroad committee of the Minnesota house on Mar. 3 received a favorable report on the reciprocal demurrage bill, with 2 amendments, one providing that the shipper must give bond to cover demurrage on account of delay in loading, to prevent shippers from speculating in cars; and the other substituting shipper's weight for net weight, which would require a track scale at each station.

The special investigating committee of the Minnesota legislature to investigate abuses of the grain weighing system in eltrs., after spending weeks prowling about the eltrs., has discovered nothing to show that shippers are being given short weights. The committee found that the proposed system of weighing grain on track scales is impracticable, and the present method of weighing in hopper scales is most accurate.

Senator Cooke has introduced a bill in the Minnesota legislature making telegraf and telephone companies common carriers and giving the state railroad and warehouse commission right to adjust rates. S. D. Peterson has introduced a bill requiring telegraf companies to deliver a ten-word message to any town in the state for 25 cents, and charge 2 cents a word for each additional word. One of Peterson's bills prohibits a telegraf company from limiting its liability by printing on its blanks.

Brandon, Minn.—Wm. F. Meissner, who was recently indicted by the grand jury on a charge of larceny, pleaded guilty to the charge Mar. 1 and was sentenced to 1 year and 3 months in the penitentiary. Meissner was agt. for Andrews & Gage and was arrested in Feb., 1904, after a checking up of his house showed a shortage in cash of \$409. The company, on further investigation, found a shortage in grain, amounting to 6,187 bus. of wheat, 568 bus. of flax and 93 bus. of barley. His system was in raising checks and issuing bogus checks, the money being spent in buying options in country bucket-shops. Meissner had been with the company at this point for 7 years.

The committee on grain and warehouses of the Minnesota senate has decided that the resolution received from the North Dakota legislature to compel grain dealers to pay for screenings, is impracticable, and will return the resolution. Senator A. S. Campbell says: I think that grain dealers would be glad if all farmers would clean their wheat at home and keep the screenings. The dealers make no money by cleaning the wheat, except that they get it in condition so that it can be sold. I don't believe that farmers suffer any hardship, and if they do I don't see how any laws would help them. There is no way of compelling a person to buy something unless he wishes to. The remedy for the farmer is to clean his wheat at home.

The Tri-state Grain Dealers Assn. is attaining very gratifying success in its campaign for improved seed grain. Secy. Quinn has already been out on several trips with professors from the Agricultural colleges of the Northwest, the most successful trip having been completed last Friday when a trip of 2,133 miles over the

C., M. & St. P. R. R. was completed. Sixty stops were made and 13,000 persons addressed. At many stations the seed train was met by the farmers and merchants with a brass band. All the meetings, with three exceptions, were held in halls and a lecture of 45 minutes given. Professors Bull and Boss delivered the lectures in Minnesota on wheat. Professors Wheeler and Chilcott of the South Dakota Experiment Station delivered lectures on corn and wheat. Most of the time has been devoted to the careful Selection of Improved Seed Grains, charts and diagrams being used to illustrate the lectures. March 6, 7 and 8 trains ran over the M. & St. L., Professors Bull and Boss delivering lectures on wheat. Mar. 13 to 16 the same professors will travel over the C., St. P., M. & O., and talk on corn, oats and barley. Secy. Quinn has arranged for halls and advertised the meetings in advance. In many of the towns the commercial club and other local organizations are co-operating with the grain dealers and the newspapers to arouse interest in the lectures, hence most of them are well attended and the result will no doubt show well in the next harvest.

MISSOURI.

The annual meeting of the Grain Dealers Union of S. W. Ia., and N. W. Mo., will be held at Red Oak, Ia., on Apr. 12.

Kansas City, Mo.—Geo. M. Flanagan has purchased the membership of W. D. Charde and has applied for membership on the Board of Trade.

Carthage, Mo.—Wm. Coleman, who recently came from Anadarko, Okla., has purchased a site and will build a 20,000-bu. eltr. He formerly did a scooping business at Carthage.

Kansas City, Mo.—Fred H. Tedford, chief of the Missouri Grain Inspection Department, has removed his headquarters to Kansas City from St. Louis, and will have an office in room 335 Exchange building. The predominance of grain receipts and shipments from Kansas City is the cause of the change.

St. Louis, Mo.—After the hearing in the Merchants Exchange Feb. 27 the Missouri Railroad and Warehouse Commissioners took the matter of eliminating red Russian wheat from the contract grade under advisement. The hearing lasted 3 hours. The millers were largely represented, and many of them said the red Russian was inferior.

Kansas City, Mo.—The Missouri State Board of Railroad Commissioners held its first hearing on the proposed maximum freight rates at Kansas City March 2. Hearings will also be held at St. Joseph, Springfield, Joplin and St. Louis, with a final hearing at Jefferson City, Mar. 17. W. P. Trickett, commissioner of the Kansas City transportation bureau, presented a series of resolutions protesting against the proposed schedule.

Alexandria, Mo.—The boiler in Wm. Sage's eltr. blew up a few weeks ago, breaking much of the machinery and badly damaging the building. Brick and mortar were scattered for rods about. Mr. Sage writes that a 6-in. valve was blown more than $\frac{1}{4}$ mile, and that 1-3 of the boiler was blown over a house that stood 300 yards from the plant. John Bloyd, a farmer who was backing up his team for a load of cobs, was killed outright.

The engineer had left the boiler room only 2 minutes before the explosion.

ST. LOUIS LETTER.

Thos. B. Teasdale is spending his vacation in Cuba.

Prospects are that the reconsigning charge, which did more to hurt St. Louis as a grain market than any other one thing, will be knocked out.

The Weighing Bureau and the Illinois Board of Warehouse Commissioners are still at outs as regards weighing of grain at East St. Louis. Both departments are overseeing the weighing at eltrs. in East St. Louis—hence the extra good weights.

Chas. H. Whitmore, third assistant secy. of the Merchants Exchange, has been granted a 5 months' leave of absence. Mr. Whitmore, who is in poor health, will take his family and reside in Denver, Colo., during his vacation. His many friends wish his healthy return.

A vote was taken on March 9 to decide whether or not hard wheat will be delivered on contract. This is the third time this question has been up for a vote, but from present indications it looks as though it had a good chance to pass. It will be the means of broadening the market and attracting larger volumes of business to this market.

Under the new administration extensive repairs are being carried on in the Chamber of Commerce building. The old elevators are being carted away and new offices will adorn the vacant places. The dust and dirt around the building is worse than Chicago on a windy day, but we are willing to stand it for awhile and have a modern building in a few months.

Solomon J. Quinlivan, one of the oldest members of the Merchants Exchange, and who has been actively engaged in the grain business for over 35 years, died March 3. The old firm of S. J. Quinlivan & Son was absorbed a few years ago by J. F. Quinlivan & Bro. on account of Mr. Quinlivan's advanced age. He has, however, kept an interest in the business and has been a frequent visitor on the floor up to the time of his death. His funeral was largely attended by members of the Exchange.—Louis I.

NEBRASKA.

Goehner, Neb.—The Goehner Eltr. Co. incorporated, \$25,000 capital stock.

Adams, Neb.—W. E. Bryson and J. A. Miller contemplate the erection of an eltr. and mill.

Sumner, Neb.—The Westbrook-Gibbons Grain Co. expects to build an eltr. this season.

Beemer, Neb.—Will Fried, Jr., has purchased the eltr., lumber and coal yards of J. L. Baker and has taken possession.

Bloomfield, Neb.—J. W. Cottier, mgr. for the Peavey Eltr. Co., at Mountain Lake, Minn., will be transferred to this point.

Odell, Neb.—A. O. Burket has succeeded T. P. Teagarden, as secy., and C. S. Mort as mgr. of the Odell Farmers Eltr. Co.

Lincoln, Neb.—The railroad committee of the house has recommended Representative Warner's bill, house roll No. 351, amending the Ramsey eltr. law, for passage.

The maximum rate bill presented in the Nebraska legislature by Bedford of Holt county makes a reduction averaging 30 per cent on carload rates of grain, stock and mill stuffs.

Prosser, Neb.—M. R. & B. M. Jones have bot the eltr. of W. H. Ferguson and will operate it under the firm name of the Prosser Grain Co. M. B. Jones will manage the business.

Brock, Neb.—The Bartling Grain Co., of Nebraska City, has purchased for \$12,000 the eltrs. of Geo. Coryell at Brock and Talmage. Mr. Coryell will devote his entire time to his farm.

Lincoln, Neb.—Representative R. R. Kyd of Gage County, who was formerly in the grain business, has introduced a bill, house roll No. 362, to prohibit and punish pooling by grain dealers.

Blue Springs, Neb.—The grain eltr. of S. M. Blythe burned Feb. 27, with about 2,000 bus. of corn and oats. Loss, \$4,000; partially insured. The fire is supposed to have been caused by sparks from a passing engine.

Fremont, Neb.—An eltr. to be built by farmers and merchants is proposed. The plan is to pay the highest prices for grain and realize only enough profit to meet running expenses. H. G. Gumpert, W. J. Cronin and A. P. Peterson are interested.

The seed corn special of the M. & O. R. R. recently made a 2-days' run over the line with university lecturers Professor T. L. Lyon, E. A. Burnett, Director of the Experiment Station; Samuel Avery, A. L. Haecher, L. Brunner, C. W. Pugsley and E. H. Clark.

Lincoln, Neb.—The Ewart-Wilkinson Grain Co. has filed articles of incorporation with the county clerk amending and restating the old articles. The authorized capital stock is \$100,000 divided into shares of \$100 each and the legal existence of the corporation is placed at 50 years. J. S. Ewart is pres. and Richardson Wilkison, secy.

Lincoln, Neb.—The new Grain Exchange has appointed the following committees: Arbitration—E. D. Foster, E. McCann, E. E. Barber, J. W. McDonald, J. S. Ewart. Applications—J. T. Evans, W. N. Burgess, Thomas Cochran, George H. Clark, N. C. Shannon. Grain Inspection and Weighing—C. G. Crittenden, H. O. Barber, W. T. Barstow. Elevator—U. G. Powell, Ed. Mitchell, W. H. Ferguson, James Burke, F. D. Levering. Membership—E. D. Foster, H. E. Coe, L. J. Dunn. Finance—W. T. Auld, S. H. Burnham, J. E. Miller, J. B. Wright, Alex. Berger. Rooms and Building—Paul Holm, J. W. McDonald, W. H. Ferguson, S. H. Burnham, Alex. Berger.

NEBRASKA LETTER.

Lincoln, Neb.—H. R. 142, introduced by Doran, of Garfield, and known as the reciprocal demurrage law, was killed in the house.

Omaha, Neb.—The low rates for which the Mo. Pac. was hauling stuff south, brot it more stuff than it could take care of, and it was compelled to turn over about a thousand cars to the other roads. It still has so much to move that it will be many weeks before all of it is delivered at destination. The recent high water taking out bridges on all roads added to the delay, and the shipper will have to exercise patience in waiting for returns on his shipments.

Stella, Neb.—S. P. Hinds & Co. have sold their eltr. here to J. D. Curtis, who will operate it in the future. Mr. Curtis is of the firm of Curtis, Jameson & Co.

Omaha, Neb.—T. A. Bryant who has been representing the Brinson-Wagoner Grain Co. of St. Louis in Nebraska, has severed his connection with that company and is at present in Omaha looking after the interests of an eastern house.

Hallam, Neb.—Hoyle & Bunnell, who operate an eltr. at Rokeby, and have had headquarters at Hallam in the past, have changed their headquarters to Rokeby. Mr. Hoyle of the firm is at present living at Wellington, Colo., and the business is conducted by Mr. Bunnell.

Omaha, Neb.—Much interest is manifested in the efforts of Prof. Bruner, State Entomologist of the State University, at Lincoln, to secure ample appropriations from the present legislature to carry on his investigations and relieve Nebraska's wheat fields from the Hessian fly. An appropriation of \$3,500 was made by the state legislature, but this is not sufficient to enable the work to be carried on properly. At least \$4,500 is needed, and it is the desire of all interested in this question, that this appropriation shall be made. In an effort to awaken the producer to his danger, circulars were issued by Prof. Bruner, showing the section in which the fly was working, and recommending a remedy for getting rid of this pest. This circular was scattered broadcast throughout that part of the state affected.

The fire that destroyed the Union Eltr. was discovered by the night watchman shortly before midnight on the ground floor. He immediately turned the hose on the flames and thought the fire was extinguished, but flames suddenly shot up an elevator leg and almost immediately the whole building was in flames. The heat was so intense it was impossible for the firemen to get close enough to lend any assistance. The grain was fully covered by insurance; whether the building was insured is not known. Many loaded cars of grain were on the tracks at the time but the quick work of the railroad employees saved all but six,



One Place Where March Came In Like a Lamb, All Right.—Minneapolis Journal.

which were consumed. This fire will very seriously handicap the Trans-Miss. Grain Co., coming just at this time when a comparatively heavy movement is soon expected, but arrangements will no doubt be made to handle their grain through the other eltrs. located in Council Bluffs, or Omaha. It is not known at this time whether or not they will rebuild immediately.—E. C.

NEW ENGLAND.

Norwalk, Conn.—Holmes, Keeler & Selleck Co. will build a 48x60 ft. eltr. It will be operated by electricity.

New Haven, Conn.—The New England Stock & Grain Co. incorporated, \$24,000 capital stock. Incorporators, E. Percy Winsett, Max Strauss and Gustavus M. Kahn, all of New Haven.

Westerly, R. I.—John B. Eaton, a grain dealer, has filed a voluntary petition in bankruptcy. Assets, \$13,354; liabilities, \$17,987. Some of his principal creditors in the grain trade are: The L. C. Daniels Grain Co., of Hartford, Conn., \$1,550 for grain; R. J. Hardy & Sons, of Boston, \$457 for grain; Simpson, Hendee & Co., New York, \$356 for grain.

Boston, Mass.—Grain shipments last week aggregated 359,196 bus. of corn, wheat and barley; somewhat less than was expected, owing to the fact that 2 of the liners scheduled to leave deferred their sailing until this week. Those sailing were: S. S. Ivernia, for Liverpool, 1,870 bus. of corn and 12,573 bus. of barley; Cymric, Liverpool, 38,992 bus. of wheat, 133,635 bus. of corn and 17,637 bus. of barley; Anglian, London, 80,000 bus. of wheat and 31,623 bus. of corn. Toronto, Hull, via, New York, 42,857 bus. of corn. During the present week the shipments will total 545,402 bus. of corn, wheat and barley, if the steamers scheduled to sail take out their full allotments.—H. B.

NEW YORK.

The New York exchanges are opposed to the tax bill proposed, which will tax stock transfers \$2 per \$100.

Buffalo, N. Y.—A small fire was discovered in the Coatsworth Eltr. Feb. 26 but was put out before much damage was done. It was caused by overheated machinery.

New York, N. Y.—The F. Cranston-Thomas Co. incorporated, \$50,000 capital stock, to deal in grain. Incorporators, F. Cranston-Thomas, Stamford, Conn., M. Donahue and C. F. King, New York.

New York, N. Y.—The Produce Exchange has adopted the amendment to its by-laws to gradually do away with the gratuity plan, so that incoming members will do so only for business.

New York, N. Y.—Richard O'Brien, of the Michigan & Ohio Hay Co., a mushroom concern, from Allegan, Mich., has disappeared, leaving accounts unpaid. The Allegan Bank has a judgment for \$5,549.

BUFFALO LETTER.

The members of the Chamber of Commerce are quite pleased to find that Henry J. Pierce, their new pres., should come into such prominence as his late transactions in street railway matters have given him.

E. M. Husted is still in Europe and is not expected back much before May. Ex-President Brown of the Chamber of Commerce is on his way home, as his active season as vessel agent is at hand.

The eltr. pool is still very inactive, but it is said that it will begin to show life about the middle of this month. There are still two eltrs. out of the pool of last season, but they are expected to come in on the old basis.

There is a great amount of grain coming in by rail for inspection, the amount reaching 150 cars a day. With about 50 cars coming out of the eltrs. there is business enough for the handlers at least, tho the local dealers do not appear to be getting much benefit from it.

The car famine and the condition of the wheat trade still manage to worry the miller and grain dealer and they promise to keep the trouble up till there is a new crop somewhere to stave off the arbitrary prices and something new in railroading to help out the car situation.

A bill was introduced in the Albany Legislature last week to enable the shipper to collect damages when the roads fail to supply cars as ordered, a sort of offset to car-service charges, but it is not that the bill is much more than an expression of the dissatisfaction of the shippers over the car situation.

The great bulk of car grain is corn, which is in pretty good condition for the cold weather, but there is a large amount of it that will not stand warm weather, and if the shippers do not take care they are going to have a lot of trouble with it. Moving hap-hazard as it does, standing on track at any point where it may happen to be stranded, there will be no end to the loss unless it is fairly dry when it starts.

There is some uneasiness over the condition of the harbor. The ice is heavier than it has been in a long time and the middle of March, when the time for most of the winter-cargo contracts to expire arrives, and there are several vessels that cannot possibly get to eltr. One of them, the steamer Case, is at the eltr. and wants to go after coal, but the grain shippers are in no hurry and do not propose to get her out till the time expires.

It is going to take a long time to get the surplus freight to destination, for all of the trunk lines leading east from here are about as badly choked up as they well can be. If they will allow the canal to take its share of the freight when that is open there may be some relief there, but it often happens that the roads are so jealous of the canal and of each other, for that matter, that they will make secret rates that lead the shippers to deal with them and continue the difficulty, each shipper imagining that he will be taken care of.

The grain dealers have not heard much lately of the effort in New York to fix up rail rates that will save the grain and flour from leaking out of the upper lake shipping points and finding their way to the gulf ports and lake vessel owners are saying that there will be very little freight accumulated for the opening of the lakes. Buffalo used to get all the way up to 10,000,000 bus. of grain by the opening Chicago fleet alone and perhaps half as much from Duluth a little later, but that big start seems to be a thing of the past. For some seasons there has been practically no opening fleet worth the name. It makes a big difference with the eltr. and shipping business here.—J. C.

NORTH DAKOTA.

Greatbend, N. D.—The Farmers Eltr. Co. has been incorporated.

Barney, N. D.—The Corson Grain Co. has sold its eltr. to D. A. McDonald & Co.

Underwood, N. D.—General Washburn contemplates the erection of an eltr. and flour mill in the spring.

Munich, N. D.—The Anchor Grain Co. will build a 40,000-bu. eltr. Gasoline power and cleaner will be installed.

Fingal, N. D.—The Farmers Eltr. Co. incorporated, \$8,000 capital stock. N. P. Langemo, pres., and G. W. Paulson, secy.

Underwood, N. D.—The Farmers Eltr. Co. has been organized with \$3,500 capital and will build a 30,000-bu. eltr. in April.

Minot, N. D.—A. A. Robinson denies that the Robinson Eltr. Co. has sold its eltr. as erroneously stated in this column, Feb. 10. It is not for sale.

Rolla, N. D.—The eltr. of the National Eltr. Co. burned Feb. 24, with very little grain. The cause of the fire is unknown. A. E. Cowie is mgr. of the eltr.

Washburn, N. D.—W. D. Washburn expects to commence soon the rebuilding of his eltr. which burned Dec. 8. The Washburn Grain & Feed Co. will also build an eltr. this season.

Bismarck, N. D.—Governor Sarles has approved the bill creating the office of inspector of weights and measures and has appointed David B. Wellman, of New Rockford, to the new position.

Courtenay, N. D.—The Farmers Eltr. Co. has been organized and will build a 10,000-bu. eltr. Geo. Tucker is pres.; Max Turner, vice-pres.; D. A. Langworthy, secy., and John Bradford, treas.

Medina, N. D.—The Medina Milling & Eltr. Co. has been organized with \$25,000 capital. A site has been secured and a 40,000-bu. eltr. and 100-barrel mill will be built. A spur track will be put in.

Wimbleton, N. D.—John Moos, Sr., M. L. Feckler, Arthur Swarthout, Fred Etter, Jas. Murdock, Peter Arendt and Geo. Darkenwald have been elected directors of a company which has been organized to build an eltr.

Milton, N. D.—The 80,000-bu. eltr. of the Minneapolis & Northern Eltr. Co. burned Feb. 28 with 18,000 bus. of grain. As the fire engine was being repaired the department was powerless to save the building. The cause of the fire is unknown.

Chaffee, N. D.—The Farmers Independent Eltr. Co. has been organized and will build eltrs. at Chaffee and Embden, each to have a capacity of 25,000 bus. Grain cleaners and feed mills will be installed in the eltrs., which will be completed in time for this year's crop. The officers of the company are: John Martin, pres.; Wm. Kruger, vice-pres.; John Watt, secy., and Mr. Stremmel, treas.

OHIO.

Buckland, O.—The Dingleline Grain Co. will remodel the eltr. and enlarge the business.

Cincinnati, O.—Jas. Ellis and Richard Fleming, of Ellis & Fleming, are both ill at their homes.

Plain City, O.—H. Hall has bot the interest of J. Noon in the eltr. of Hall & Noon, and continues the business under his own name.

Houston, O.—The Farmers Eltr. Co. incorporated, \$5,000 capital stock; incorporators, A. H. Ginn, J. N. Cruce, Geo. Gunther, John R. Wolaver and W. H. Mort.

Columbus, O.—About \$50 worth of damage was done by fire to the Big Four Eltr. March 2. The fire was started by a hot cinder from a passing engine falling upon the roof of the eltr.

Fayette, O.—Geo. Letcher, formerly a banker and grain merchant at Fayette, has been arrested and brot back from California on a charge of conspiracy to destroy his store at Montpelier 4 years ago.

Lockbourne, O.—E. T. O'Harra, who has been in the grain business for 20 years at this point, died Feb. 24, aged 56 years. His death was caused by pneumonia and heart trouble, altho he had suffered for years with asthma.

Galion, O.—H. J. Weaver has purchased the plant of C. S. Crim and has taken possession. The business was started 30 years ago by C. S. Crim, Sr., and after his death has been conducted by his son, who now finds that all his time is taken up by his duties as bank cashier.

Upper Sandusky, O.—The Imperial Rice Food Co. has been organized to manufacture J. W. Johnson's rice breakfast food and rice candy. The company has been incorporated in the District of Columbia and has a capital of \$100,000. The officers of the company are: G. K. Morrow, of Chicago, pres.; J. C. O'Brien, of Chicago, vice-pres.; J. W. Johnson, of Upper Sandusky, secy. and treas.

Pittsburgh, O.—Ed. McCue, who has been engaged in the grain business here for seventeen years, has sold out to Ed. Ammon of Gordon, who will operate both stations. Altho Mr. McCue will discontinue the grain business for a time at least he will continue to lend his support to assn. work and especially that of the Miami Valley Assn. of which he is pres.

Cincinnati, O.—Henry Heile, Sr., the retired grain and feed merchant, died Feb. 25 at his home in Covington, Ky., aged 71 years. Mr. Heile was born in Germany, coming to America in 1852, and started the business in Cincinnati in 1858 with his brothers. This partnership was dissolved in 1887 when he took his sons into partnership with him and the business was so carried on until about 3 weeks ago, when he turned it over to his sons. Mr. Heile was a member of the Cincinnati Chamber of Commerce for 45 years.

TOLEDO LETTER.

Oats are on the boom for a week past as compared with the sleepy condition in which they have been found for some time past.

This is a weather market for corn. If the present weather continues, prices, which have been soaring for a week past, are bound to take a tumble.

The wheat market is wholly an unsatisfactory one. It may be described as being in the hands of the scalpers. Most of the trade is in futures, very few cash sales being made. Grain men sincerely believe that prices must come off to a supply and demand basis, devoid of manipulation. The slogan now is for \$1 wheat for May.

Malinta, O.—Harry Rentz, manager of the Morrison & Thompson elevator, was

held up by two masked men last Saturday night and robbed of \$500 and a gold watch. One of the robbers, with a revolver in each hand, demanded Rentz to throw up his hands, while the other man rifled his victim and got the money and the watch. The desperadoes then beat Rentz into an unconscious condition and left him lying on the ground. Later in the night Rentz regained consciousness, when he was able to make his way home. —H. D.

OKLAHOMA

Alva, Okla.—The Alva Roller Mills contemplate the erection of an eltr.

Lawton, Okla.—The Humphreys Mill & Eltr. Co. will build a 200-barrel flouring mill.

PENNSYLVANIA.

Philadelphia, Pa.—The loss on the floating grain eltr. Empire, burned Jan. 31, was \$25,000. It was owned by the Philadelphia Harbor Transfer Co.

Avondale, Pa.—Pennock & Grosius have let the contract for steel tank storage, with capacity of 20,000 bus., to the Steel Storage & Eltr. Construction Co.

Philadelphia, Pa.—E. L. Rogers & Co., who have been in the grain and hay business for almost 40 years, have been incorporated, with \$100,000 capital stock. Incorporators, Colonel Edw. L. Rogers, Chas. M. Rogers, Harry C. McIntyre and Norwood P. Holland.

PITTSBURG LETTER.

During the past month straw has gone up in price, and returned again to a lower level. Both oats and wheat were for a time in demand at advanced figures, but they have gone down.

The week just ended was the best for business in the hay and grain market of any like period since the commencement of the winter season. While not all departments were brisk, nor was there any immense aggregate of profits, still there was much in which to find encouragement, and dealers wore brighter faces.

Never has there been a period at this time of year when mill feed has been so slow of sale as it is and has been for a long time. Consumers are not using it in usual proportions, and it has been hard to find buyers. Prices have been and are merely nominal, the first requisite being to find some one who wants feed, and then make prices to suit.

There is a little better demand for choice distilling rye, with quotations a trifle higher. The elevated range occupied by this grain for some time has operated against buying, and the demand, always limited at this time of year, has been slower than ever on this account. Distillers are to stop earlier than usual on this run, so that the increased demand noticeable for a few days is probably only temporary.

The corn situation has brightened during the last week or two, and an increased demand has been responded to by a stiffening in prices. This has been accented by the falling off in receipts, and a stronger market now prevails. Dealers are looking for a continued firmer demand for nice ear corn that is clean, husked and dry, machine-husked corn being away below par, hand-husked being specified largely to keep out corn that is not up to standard of cleanliness.

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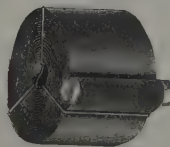
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Shippers are requested to bear in mind that the warmer weather now ruling demands that judgment be used in loading corn that will stand transit safely. Shelled corn has shared the stronger conditions with ear, but hardly enough has arrived in the last two weeks to supply the demand. Shippers have been notified of this condition, and whether this will result in heavy enough shipments to again break the market is uncertain.

The oat situation is so uncanny that it is approached with hesitation by any handler of this grain who is asked for an opinion. Dealers are at a loss to understand the market, and are afraid to indulge in predictions, while all continue to avoid any speculation. Prices here are much lower than warranted by the western condition, and only rare instances can be found of profitable transactions. The highest ruling quotation for a long time has been 35½ cents, with an occasional sale of exceptionally fine oats at 36 cents. The market is ruled by cars which arrive on consignment, those which have been purchased outright running up against prices made to fit any competition, which is the fate of those which are consigned here to be sold on the market. Shippers in the west who wonder at the inability of local dealers to obtain remunerative figures should understand that the heavy crop of oats throughout the west last year had its counterpart in this state, where production was much above the average, and the home crop has been a much greater factor in the situation than for several years.

About three weeks ago hay commenced to show some evidence of better intentions, and the situation emerged a little way from the gloom that had enveloped it during heavy receipts. It now appears that home supplies, which appeared for a time inexhaustible, are finally nearing a finish, and there is more call from interior points for timothy hay, especially of the better grades. There has been some appreciation of values, though not enough to take on the semblance of a boom, the rise in prices amounting to about 25 cents a ton. There are pessimists who will not accept the slight improvement which has come as permanent, believing that it is due to bad country roads, which interfere with hauling, and the opinion is held by these discouraged dealers that better roads will again result in the dumping upon out-of-town users of a large quantity of home grown hay. While it is reasonable to suppose there is some hay held back for this reason, it is not believed there is any great quantity remaining. This theory is supported by the known fact that already some farmers are purchasing here for their own use. So that, with reasonable nursing, the local situation can probably be brought into a more healthy condition than it has enjoyed for a long time. The market may properly be described now as convalescent.—C. H.

SOUTH DAKOTA.

Elkton, S. D.—F. W. Heintz is out of the grain business.

Huron, S. D.—A grain and forage convention was held Mar. 1 and 2.

Bradley, S. D.—The McCaull-Webster Co. is adding lumber to its grain business.

Bridgewater, S. D.—Mike Woolman, of Freeman, has bot for \$5,500 the eltr. of Geo. H. Shanard.

Waverly, S. D.—Chas. Metcalf, of Minneapolis, contemplates erecting an eltr.

Scotland, S. D.—Shanard Bros., grain dealers, have shipped in a car of choice seed wheat for farmers.

Fairfax, S. D.—Torrence Bros. & Co. have put in an improved Hall Signaling Grain Distributor, installed by the Younglove Construction Co.

Henry, S. D.—The Western Eltr. Co. has let the contract to the Younglove & Boggess Co. for the erection of a 25,000-bu. eltr. to replace the eltr. burned Feb. 2.

Big Stone City, S. D.—S. R. Gold, the senior member of Gold & Co., is reported to be dying after an illness extending over 6 months. He has just returned from the south.

Centerville, S. D.—J. T. Scroggs, of Beresford, has purchased the eltr. of C. W. Thompson, of Parker. A. J. Anderson will remain with Mr. Scroggs for a month and will then go to Parker.

Verdon, S. D.—The farmers have decided to build an eltr. at once and have appointed J. Matthieu, F. Cross, E. Graves and Wm. Lawrence as a committee to make the arrangements for building.

Dell Rapids, S. D.—Field & Slaughter have bot the eltr. and flour and feed business of E. J. Elliott. John Hedges, who has had charge of an eltr. at Elk Point for Field & Slaughter, will remove to Dell Rapids and take charge of the eltr. Chas. H. Blow, grain buyer for Mr. Elliott, will remain in the same position with the new owners.

SOUTHEAST.

Newcastle, Del.—The grain barge Emily D. Greene, which sank Feb. 24 at the Delaware street wharf, has been raised, the grain removed and repairs are being made. The damage to the corn will amount to several hundred dollars.

Elmgrove, W. Va.—Atchison & Terrell, proprietors of the local flour mills, will erect a 2-story 35x60 ft. warehouse this spring for the storage of grain and feed stuffs. Several compartments will be partitioned off in the interior for the handling and storing of all products used at the mill and thus doing away with the use of cars.

TENNESSEE.

Memphis, Tenn.—The Gaither Grain Co. has increase its capital stock from \$25,000 to \$50,000.

Nashville, Tenn.—Clinton, P. Byrne, bookkeeper for the Nashville Warehouse & Eltr. Co., died Feb. 25, aged 30 years.

Lafollette, Tenn.—The Lafollette Mill & Grain Co. incorporated, \$3,000 capital stock. Incorporators, John W. Reed, G. W. and Wm. Gross and C. C. Sharp.

Memphis, Tenn.—The Merchants Exchange held a meeting recently to consider the compromise demurrage and delayage bill framed by the Memphis Freight Bureau.

Memphis, Tenn.—E. C. Buchanan & Co. have had plans made by Fred Friedline for a warehouse 95x100 ft. and 40,000 bus. additional storage, on which the work of construction will begin at once.

Nashville, Tenn.—The Grain Dealers Assn. plans to advertise Nashville by getting out 75,000 folders containing pointed paragraphs containing facts not generally known about the city's advantages.

Nashville, Tenn.—Receipts for the week ending March 4 were 211 cars of grain and 188 cars of hay; compared with 384 cars of grain and 163 cars of hay for the corresponding week of last year.—Geo. W. Hill & Co.

Petersburg, Tenn.—A large warehouse of Cummings & Bledsoe collapsed Feb. 22 and is almost a complete wreck. The building contained about 10,000 bus. of wheat, belonging to the Valley Mills Co., and about 10 carloads of corn in the ear. The grain is little damaged.

Nashville, Tenn.—McGavock, Son & Smotherman discontinued business Mar. 4. The company did not fail, but money was being lost and on this account it was decided to pay all bills and quit business. The stock was sold by private sale on Mar. 3 and 4. The firm has been doing business for a little over a year.

Memphis, Tenn.—On a close examination of the charter for the new Grain & Hay Assn. it was found that the first election must be carried on by charter members only, and this not having been complied with in the election of Feb. 17 it was declared illegal and another election was held Feb. 21 at which Chas. D. Jones was elected pres. and John B. Edgar secy., the officers elected at the former election having refused permission to be renominated.

Memphis, Tenn.—The Grain & Hay Assn. feels the reduction in the rates from Louisville and Nashville to the Carolinas is an unjust discrimination. The grain men claim that Memphis should have the same rates into Carolina territory as Louisville and Nashville, pointing out that such cities are accorded equal rate privileges in Southeastern territory.

Nashville, Tenn.—The Liberty Mills will replace the eltr. burned Feb. 8 with a steel and concrete eltr. which will have a capacity of between 75,000 and 100,000 bus., or about double the capacity of the eltr. burned. Weighing apparatus will be a self registering scale by which grain will be weighed in the cars as received and another set will weigh the grain as it passes into the eltr. A 1,500-h. p. engine will be installed.

Knoxville, Tenn.—S. L. Lewis, O. D. Leonhardt and J. S. Adcock of the firm of Lewis, Leonhardt & Co., dealers in grain, were arrested recently charged with violating the state law relating to the adulteration of bran. The complainant was Geo. W. Peters, of the Peters & Bradley Milling Co., who claimed that the defendants packed for sale, sold and offered to sell stock food which contained other substance than the ground grain of corn, wheat, oats, rye and peas and cotton seed products, without marks on the package giving the ingredients of the stock food and the proportion of each. The evidence at the trial showed that packages had been bot and placed in the hands of G. W. Peters for examination and a sample turned over to a professor of chemistry in the University of Tennessee, who found that the protein was only 11 per cent where the usual amount is 14 per cent. The location of a comma in the text of the law, as printed in the acts of 1903, covering the prosecution was the ground and basis of the argument. The comma appears after the word "ground" in the warrant, as containing "substance other than the product of the ground, grain and corn;" the claim being that rice, which, was said to have

formed part of the stock food, was a product of the ground and of rich food value.

TEXAS.

San Antonio, Tex.—H. Goldschmidt & Co. have succeeded Stein, Tyrasch & Co.

San Antonio, Tex.—Roy Campbell and others contemplate the erection of a eltr., with capacity of about 30,000 bus.

Seguin, Tex.—The Seguin Milling Co. is building steel tank storage for 35,000 bus. The Steel Storage & Eltr. Construction Co. is doing the work.

Cuero, Tex.—The rice warehouse of Geo. W. Thomas burned Feb. 16 with 2,600 bags of rice. Building and contents insured for \$6,000. Cause of fire is unknown.

Galveston, Tex.—Exports for Feb. were 1,272,212 bus. of corn and no wheat; compared with 525,040 bus. of wheat and 737,141 bus. of corn for Feb., 1904. Exports for the 6 months prior to Mar. 1 were 32,000 bus. of wheat and 3,631,949 bus. of corn; compared with 10,402,551 bus. of wheat and 1,913,108 bus. of corn for the corresponding period of the preceding season.

Beaumont, Tex.—The Beaumont Rice Mill Co. will build a 2,400-barrel rice mill. It will cost about \$80,000 and will be a combination of rice mill and grist and rice flour mill. Attached to the mill will be a 60,000-bag warehouse. The eltr. system of handling and storing rice in bulk is to be applied and the mill is to be equipped with the American and German process.

TEXAS LETTER.

The writer has just returned from a visit to the rice section of south Texas and in that section of the country the reports are to the effect that the rice area will be greatly increased this year. Many new companies are being formed to put in irrigation plants in new territory.

The rate war is over so far as Texas is concerned. While it lasted there were some very deep cuts made in the rates in north Texas and from Kansas City to Gainesville the rate was cut from 22½ to 7 cents, but notice was issued that, effective Mar. 5th, the rates would be restored to the old basis and that settlement had been reached stopping the rate cutting.—J. S. W.

UTAH.

Salt Lake, Utah.—Strained relations between various members of the Grain & Flour Merchants Exchange has led Pres. E. E. Rich to resign the office. It is feared the assn. will go to pieces. The trouble is due to alleged unfair methods of attracting trade.

WASHINGTON.

Spokane, Wash.—V. T. Case & Co. incorporated to carry on a grain and hay business.

Everett, Wash.—A. McKellar, hay and grain dealer, has bot out J. C. McKinley & Co., grain dealers, and will incorporate.

Pullman, Wash.—The Pacific Grain Co. incorporated, \$200,000 capital stock, to engage in a general wharfage, dockage and commission business. Trustees, B. Lombard, Jr., Boston; Gay Lombard, Pullman; A. Cohn, Portland, Ore.

Coulee City, Wash.—The Farmers Grain & Supply Co., of Wilbur, will build a warehouse. E. W. Swanson is general mgr. of the company.

Walla Walla, Wash.—The prison price list quotes sacks at \$5.85 per 100, which is a little higher than last year. Coast dealers make the same price at Portland.

Wenatchee, Wash.—The Wenatchee Milling Co. has received 3 carloads of steel from Youngstown, O., to be used in the construction of 2 grain storage tanks of 35,000 bus. capacity each.

Washtucna, Wash.—The Farmers Grain & Milling Co. recently shipped a large quantity of wheat to East St. Louis, Ill. A smaller shipment was made at the same time to Alvina, Ore., for export.

Spokane, Wash.—The Spokane Flour Mills will build 3 large steel tanks for the storage of wheat, a 2-story brick warehouse and will increase the capacity of its mill to 800 barrels per day. The improvements will cost \$50,000. L. C. Lens is mgr.

WASHINGTON LETTER.

The two warehouses in Greer, Idaho, are nearly empty. The Vollmer Co. has about 8 or 10 cars of wheat left on hand and the Kettenbach Co. has three or four cars yet to ship. It is estimated that about 80,000 bus. of grain left the town this season. Last season the shipments were about 20,000 bus. less.

The Echo Mill at Spokane, which is one of the 20 mills owned by the Portland Flouring Mills Co., has a daily capacity of 450 barrels. One grade of flour made here and shipped to South America is of a lower grade than the flour sold here, and is put in canvas sacks.

Only about 150,000 bus. of the 5,000,000-bu. wheat crop of Umatilla county now remains to be sold. The most of the hold-over crop consists of small lots which farmers are holding for speculation. In addition to the available supply, several thousand bus. of wheat have been held by farmers for spring sowing or re-seeding. The acreage of spring wheat is expected to be larger than usual as many farmers were unable to put in the seed last fall on account of dryness. A large portion of the county north-west of Pendleton will be sown to spring wheat.

John W. Crow, the extensive reservation wheat raiser, has begun suit for judgment against the O. R. & N. Co. for \$2,243.53 for the loss of grain which was consumed by fire last August. The plaintiff alleges that the employees had been careless in permitting dry weeds and grass to lay along the track, and as a result sparks from a locomotive dropping on the combustible matter, set it afire. The flames spread into the plaintiff's wheat field and burned 164½ acres of grain, causing damage to the extent of \$3,789. According to the plaintiff the insurance company paid him \$1,546.37.

The Washington Agricultural College at Pullman has recently issued a circular on the treatment of smut in seed wheat. It says in part: "It is evident that the way to cure the smut disease is to attack it while its grains are resting upon the seed wheat. The work of one very careful farmer near Pullman has been followed and his results show the uncertainty of the vitriol process. The formalin treatment is much superior, as it kills the smut instead of retarding its growth. One farmer in Whitman county during

Durable Wire Rope Co.

Grain Shovel Ropes

Car Haul Ropes

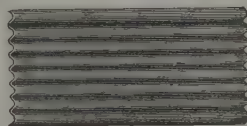
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We furnish this material in large quantities for grain elevators all over the country. We also take contracts for doing this work complete.

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The F. R. MORRIS GRAIN DRIERS

stand at the head for perfect work. Do not install a high priced grain drier without investigating. Any capacity from 1,000 to 10,000 bushels per day to suit requirements can be furnished. A thorough investigation will convince anyone that the MORRIS DRIER is the only drier that will dry grain without injuring its natural luster or hurting the fiber of the kernel, thereby causing it to break up in handling. This one fact alone demonstrates its superiority over all others.

The conditioners and coolers for grain getting slightly out of condition are a great addition to any elevator and where the moisture is not too great but where a large amount of excess moisture is present then the drier must be used. Do not delay until you have lost grain enough by deterioration to pay for a drier but make up your mind and order at once. Address,

F. R. MORRIS, Milwaukee, Wis.

Grain Purifying

When properly done is the most profitable work in the elevator, and costs very little.

Must, Smut and Mold Odors, Water and Climatic Stains Removed, leaving grain clean in appearance and with natural aroma.

Every elevator is interested in this work, and you should write us by next mail for description and grain samples of work. Address

Caldwell & Barr

EARL PARK, INDIANA

the year 1901 had one of the smuttiest pieces of oats in that section. This year he treated with formalin, and it was hard to find a smutted head in the 70-acre field. At the same time he sowed a row of the seed untreated, and this was badly smutted. It is claimed that to bus more to the acre can be harvested than when the seed is not treated. About one pound of formalin is necessary for each 45 or 50 bus. of seed to be treated."—M. C.

WISCONSIN.

Madison, Wis.—The Hudnall grain inspection bill passed the assembly Mar. 6.

Madison, Wis.—Senator Kreutzer on Mar. 2 introduced a bill to regulate freight rates.

Superior, Wis.—The eltr. companies have offered to settle the excessive taxes of 1903 on the basis of 60 per cent.

Superior, Wis.—F. M. Chaffee of Carlington, N. D., and others have bot the 300,000-bu. eltr. and Grand Republic Mill.

Washburn, Wis.—The eltr. of the C. S. P. M. & O. Ry., operated by Nye, Jenks & Co., of Duluth, is to be equipped with new cleaners; and the grain handling capacity will be increased.

Milwaukee, Wis.—The Manistee Salt Transportation Co. has been given the contract to carry 2,000,000 bus. of grain across the lake from Milwaukee and Manitowoc, by the Pere Marquette system, which fears that its car ferries are inadequate.

Superior, Wis.—At the annual meeting of the Superior Board of Trade, held Feb. 23, the following officers were elected: W. R. Fanning, pres.; M. E. Schouweiler, first vice-pres.; Chas. A. Erhart, second vice-pres. Directors: F. R. Crumpton, M. P. Schmitt and T. J. Roth. Board of arbitration: W. H. Crumpton, A. McGuire, H. T. Fowler, Homer Andrew and John Howe. Board of appeals: M. P. Schmitt, F. R. Crumpton, Wm. Listman, L. J. Moss and Byron Kimball.

Milwaukee, Wis.—The Wisconsin Retail Lumber Dealers Assn., at its recent annual convention, endorsed the general principles of Bill No. 79-A, entitled, "A Bill to provide for the establishment of uniform car service and demurrage charges in the State of Wisconsin," and resolved that "we urge upon our senators and assemblymen their earnest support of the principles of said bill as a matter of equity and justice to all shippers in Wisconsin whom they represent."

The politicians of Superior, Wis., seem to be laboring under the impression that it is possible to promote the growth of that city by creating a better demand for labor to the extent of three or four inspectors in a grain inspection department. They seem to overlook the fact that unnecessarily taxing the business which comes to Superior is very likely to drive it away. The grain dealers of the country do not pay inspection fees simply for the purpose of promoting the labor market. What they want is reliable grading of grain which can be depended upon at all times.

MILWAUKEE LETTER.

Choice cars of oats are wanted by local feed dealers, who will "pay up" in order to get them.

The question of an official sampling bureau keeps bobbing up, at intervals, much to the disquiet of certain opponents

of that "reform" who thot they had put a sinker on the line heavy enuf to keep it down.

The cash wheat market is very quiet, with no change in the situation. Receipts continue light, with a fair demand for the best qualities, while medium grades are less active and the lower qualities dull and neglected.

Great relief is felt in shipping circles at the break-up of the ice which prevented car-ferries from reaching the Michigan shore, and freight which had accumulated has been started across the lake as fast as the boats can take it.

Names prominently mentioned for the new R. R. Com'n are John Thomas, Halford Erickson, Senator James Frear and E. P. Bacon. No bill to create one has yet been passed, but the success of the Governor's measure is deemed sure.

The Wis. Cent. R'y is making a most commendable attempt to give its patrons better service by adding to the motive power of the road. In addition to a large number of freight cars, 12 new locomotives have been ordered for early delivery.

Wm. Archibald McCoy, a member of the Ch. of Com., who filed a petition in bankruptcy, not long since, has set a most commendable example to others who may be similarly situated. According to Referee Maxwell his creditors will be paid in full with money made since the failure occurred. The claims aggregate \$6,514.79.

The bucket-shop business is entering upon a decline in Milw., not so much because of any effort to stop it as for want of custom—whatever the reasons for that may be. Probably the wide publicity given in the papers to the fraudulent operations of two or three concerns which once flourished has had something to do with it.

A leading commission house has sent out circular letters calling attention to reductions in rates on coarse grains from various stations in Iowa to Milw. and Chi. Owing to the changes now being made throughout an extensive territory, shippers everywhere will do well to look over the tariffs on file at their various stations.

While Milw. has rather less interest in the matter than Chicago, a deal of satisfaction is felt by local receivers in the reputed settlement with the gulf lines. The state of trade on this board is not such as to be able to stand much discrimination from any quarter, in addition to the burdens which it has carried for years past.

The removal of the state capital from Madison to Milwaukee is strongly opposed by grain men, who fear that it will have a bad effect on both legislation and business. For instance, after having provided for political inspection at Superior, what will be more natural than to take care of the small armv of Capital "bummers" by giving them nice easy berths at the eltrs. and inspection yards.

Offerings of barley have been smaller than for some time past, but the demand has also fallen off somewhat, so that there is enuf to go 'round, and, while sellers are able to maintain prices, they cannot force any advance. "Trashy" samples do not meet with favor here, but sound barley of good weight sells relatively well. The outlook for the future of the market remains as promising as before, and spring trade is likely to be good.

The N. Y. Produce Exch. had the "nerve," as a member of this board remarked, to ask the Mil. Ch. of Com. to advocate the postponing of legislation for the amendment of the I. S. Com. Act until time cud be had for more careful consideration of the bills pending before the 58th Cong. Of course, the answer made was a vigorous reiteration of approval of the Esch-Townsend Bill and a recommendation that it be passed by the Senate without delay. This was by unanimous vote. It is notorious that the N. Y. body has fallen under R. R. control.

While discussing probable carrying rates at the opening of navigation, this spring, Capt. Sullivan, who has sailed the lakes these many years, was reminded of the great difference between present charges and those paid in the good old times just before, during and shortly after the war. Last season the rate to Buffalo on wheat was from 1 to 1½¢ per bu., and at one time it even fell below 1¢. The Capt. recalls a time when he loaded wheat for Buffalo in the staunch little schooner Miami at 24¢ per bu. There were times when half a doz. schooners would remain tied at their docks for weeks rather than load at 10 or 12¢. "The world do move."

The debating club which meets daily in the smoking-room, has lately discussed many questions of great import to the welfare of the market—among other things the value of privilege trading as a feeder for the cash trade. When the "option" boom first started, it was said that it would rejuvenate this market and make things hum all along the line, but appearances are dead against that interesting theory. In fact, everything is run so much in the interest of the pit traders that very little attention is paid to the paltry business of selling grain by the carload, except by those directly concerned. The latter find it difficult to get the exchange to make many needed investments in improved methods of handling grain, as practiced at other terminals.

E. P. Bacon has returned from Washington. Altho the Esch-Townsend Bill failed of passage in the Senate, he is confident that its provisions will ultimately become law. Lack of time and a pressure of other business, he believes, prevented its enactment and not a want of



Eastern Long is still holding his May.—Zahm's Red Letter.

The Brazilian government is about to build a railroad into Argentina 620 miles in length.

Carrier Responsible for Loss in Transit.

Chas. G. Laybourn, one of the prominent attorneys in Minneapolis, who is making a specialty of grain and railroad cases, handled the case for the Lake

The trial was an unusually interesting one lasting several days, and resulted in favor of the grain men, notwithstanding the effort of the Milwaukee road to throw the blame on the Great Northern, which seemed to have had nothing more to do with the car than to perform switching duties covering less than a mile of distance over the rails of the latter company.

The Cuban house of representatives is discussing a bill to increase the duty on rice from \$1.20 to \$2.75 per 100 kilos.

HOW TO BUY AN ELEVATOR

The cheapest, quickest and most satisfactory way to buy an elevator is to make your want known to all elevator owners thru the "Elevators Wanted" columns of the Grain Dealers Journal.

Not only are you sure to have a greater variety to select from, but you can depend upon obtaining the full advantage of the bottom price. Nothing is added for commission or "a percentage in case a high price is obtained."

Read what others have done:

D. Bestor, Lenox, Ia. Please discontinue my advertisement of elevator wanted. I have received enough propositions for the present.

C. F. Barnthouse, Morral, O.: Have lots of answers to my adv. of elevator wanted.

J. W. Benson & Co., Heron Lake, Minn.: We have bot the elevator of W. J. Kinne thru the ad in the Journal.

Julius Kunz, Wesley, Ia.: Since inserting my ad I have procured two elevators. I am in touch with several other propositions and will no doubt be able to close on some more; all of which came about thru the recent ad run in the Journal.

R. J. Riley & Co., Symerton, Ill.: You may discontinue my advertisement of elevator wanted. I am getting elevators offered on all sides, and think I can get one out of the lot.

E. R. Ulrich & Sons, Springfield, Ill.: Please discontinue our advertisement (elevator wanted) in the Grain Dealers Journal, (as we have as many applications as we care for at present.

McMorran Bros., St. Paris, O.: You will please discontinue the ad as we have about all the correspondence we can take care of.

W. O. Rearick, Milroy, Pa.: Please discontinue my ad in your Journal for elevator and coal business wanted, as I am now offered so many good places through your valuable paper, that I hardly know which to go to see first.

Supreme Court Decisions

In order to constitute a binding contract, the terms of payment, as well as the other elements of the contract, must be agreed upon.—*Brophy v. Idaho Produce & Provision Co.*, Supreme Court of Montana. 78 Pac. 493.

Uncommunicated limitations privately placed on an agent's general authority, do not bind a person with whom the agent deals for his principal.—*Browning v. McNear*, Supreme Court of California. 78 Pac. 722.

One who in good faith takes a bill of lading from a vendee acquires an unsailable title to the goods, notwithstanding fraud of the vendee, even as against the defrauded vendor.—*National Bank of Bristol v. B. & O. R. Co.* Court of Appeals of Maryland. 59 Atl. 134.

Acts 1888, p. 22, taxing the business of buying and selling "futures," is not a violation of the interstate commerce clause of the constitution of the United States.—*Alexander v. State*, 86 Ga. 246, 12 S. E. 408, 10 L. R. A. 859.

Where plaintiff contracted for insurance in a mutual company, paying a portion of the premium in cash and giving a note for the balance, and refused to pay an assessment levied on such note until after loss, his policy was suspended.—*Graham v. Mercantile Town Mut. Ins. Co.* Kansas City Court of Appeals. 84 S. W. 93.

In an action against a commission merchant to recover the value of grain shipped, where the question of ownership was in issue, the burden was on plaintiff to show that the grain was shipped by him, or some one in his behalf, and was on defendant, who alleged fraud in the transaction, to show it.—*Holden v. Maxfield*, Supreme Court of Minnesota. 101 N. W. 955.

The rule that a connecting carrier who has completed the transportation and delivery of goods deficient in quantity to the consignee will be held liable for the deficiency, without proof that it was occasioned by its fault, is a mere presumption of fact, which should not be charged where there was evidence tending to rebut it.—*Bibb v. Missouri, K. & T. R. Co.* Court of Civil Appeals of Texas. 84 S. W. 663.

The fact that fire is communicated to property along the line of a railroad by sparks from a locomotive engine raises an inference of negligence in its construction, equipment, or management, sufficient to make out a prima facie case, in the absence of all other evidence as to the manner in which the engine is constructed, equipped or operated.—*Dyer v. Maine Cent. R. Co.* Supreme Judicial Court of Maine. 58 Atl. 994.

Where, in an action against a carrier for delay in the delivery of goods shipped by plaintiff to himself, there was no evidence that the carrier had notice of any special loss from delay, and there was no evidence as to the difference in the value of the goods at the time when they were delivered and when they should have been delivered, plaintiff was only entitled to recover interest on the amount he had invested in the goods during the time of the delay.—*R. A. Lee & Co. v. St. Louis, I.*

M. & S. R. Co. Supreme Court of North Carolina. 48 S. E. 809.

Where goods were transported to destination over the lines of different carriers, and were delivered in a damaged condition, and the last carrier proved that the goods were not damaged while in its possession, the burden of proof shifted to the next preceding carrier to acquit itself of the presumption that the goods were damaged on its line.—*Gulf, Colorado & S. F. Ry. Co. v. H. B. Pitts & Son*, Court of Civil Appeals of Texas. 83 S. W. 727.

Where husband and wife reside on land held by the wife under an executory contract for the purchase thereof, which requires the wife to farm the land, the fact that the husband devotes his time and labor to the cultivation of the land does not prove that he has any interest in the crop so that a mortgage given by him will create any lien thereon.—*Thurston v. Osborne-McMillan Elevator Co.* Supreme Court of North Dakota. 101 N. W. 892.

A mere showing that for a year or so defendant had been buying corn through the broker, who had delivered it to defendant in the same way, without complaint on the part of plaintiff, did not show an estoppel in the absence of any evidence that there was any irregularity in the delivery of the goods which the broker had previously delivered to defendant.—*For-dyce & Swanson v. Dempsey & Beasley*, Supreme Court of Arkansas. 82 S. W. 493.

In an action against a carrier by a shipper, in the nature of trover, the petition alleging merely the delivery of the shipment to the carrier, and a failure to deliver to the consignee, plaintiff had the task of proving no more, in order to make a prima facie case, than the delivery to the carrier, and failure to redeliver. If negligence on the part of a carrier co-operates with an act of God in bringing about the loss of a shipment, the carrier is liable.—*Grier v. St. Louis Merchants Bridge Terminal Co.* St. Louis Court of Appeals, Missouri. 84 S. W. 158.

Acts 1903, p. 999, c. 590, providing that any railroad company failing to transport goods received by it for shipment, and billed to any place within the state, for a longer period than four days after receipt of the same, unless otherwise agreed between the parties, shall pay a penalty, etc., refers to a delay in beginning the transportation or starting the goods from the station or their receipt, and does not require a delivery at their destination within the time specified.—*Walker Bros. v. Southern R. Co.* Supreme Court of North Carolina. 49 S. E. 84.

The measure of damage for an unauthorized sale of stocks which have been purchased on margins deposited with brokers is the excess, if any, over the price realized at the sale of the lowest sum for which the customer could have repurchased the stocks after notice of the sale, had he given an order to that effect with reasonable promptness. To entitle the broker to close out the securities for failure to deposit additional margins required, reasonable notice must be given the customer, in the absence of special agreement or proof as to the notice required by the rules of the exchange.—*Ling v. Malcolm*, Supreme Court of Errors of Connecticut. 59 Atl. 698.

Laws 1897, p. 199, c. 70, sec. 7, authorizing the organization of mutual fire insurance companies, provides that the secretary thereof shall adjust the amount of a loss, and, if a satisfactory settlement

cannot be made, shall appoint a committee to do so, and, if the parties cannot agree, arbitration shall be had by a board of arbitrators. Held, that where, after notice of a loss, the company failed to take any of the steps provided by the statute for adjustment of the loss, it amounted to a waiver of the conditions.—*Norris v. Equitable Fire Assn.* Supreme Court of South Dakota. 102 N. W. 306.

Under the Corporation Commission act (Acts 1899, p. 291, c. 164, Sec. 1), providing that the Corporation Commission shall have such general control and supervision of railroad companies as is necessary to carry into effect the provisions of the act, and section 21, providing that all common carriers shall afford all reasonable, proper and equal facilities for the interchange of traffic and forwarding freight and passengers, and shall make as close connections as practicable for the convenience of the traveling public, the commission has power to require a railroad company to have a train arrive at a certain station on its road at a certain time, so as to connect with a train of another company.—*North Carolina Corporation Commission v. Atlantic Coast L. R. Co.* Supreme Court of North Carolina. 49 S. E. 191.

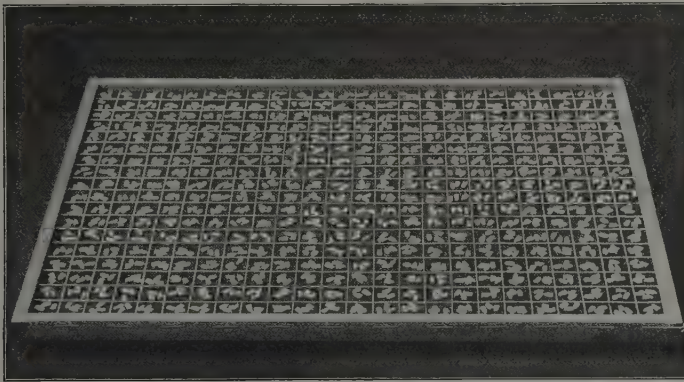
Const. Sec. 156, subsec. "b," declares that the State Corporation Commission shall have the power of regulating all transportation companies in relation to the performance of their public duties and charges therefor, and that the commission shall enforce such rates as may be reasonable. A transportation company, the business of which consisted of conducting a switch line and handling cars to and from industries with which it had established switching connections, observed the usual custom of placing cars in position to be weighed on consignees' or shippers' individual track scales, which scale service was necessary to the due delivery of goods. Held, that the Corporation Commission had authority to fix the charges for placing the cars in position on such scales.—*Norfolk & P. Belt Line R. Co. v. Commonwealth*, Supreme Court of Appeals of Virginia. 49 S. E. 39.

A contract provided for the delivery by defendant to plaintiff on three days' notice of certain shares of stock at a price named, and required plaintiff to receive them, unless he elected to surrender the contract, in which case defendant was to pay him "a sum equal to the then advance in the market price" of the stock. In case of decline in the market price equal to the amount of all the deposits, the contract was to terminate, and the deposits become the absolute property of defendant. Held, in an action on the contract by the buyer, that the complaint need not allege that an actual delivery of stock was intended, or that defendant ever owned such stock. 2. The complaint alleged that defendant, without notifying plaintiff, sold out all the stocks at a time when there was a sharp decline in the market, whereby plaintiff was damaged to the extent of his deposits. Held, a sufficient allegation of breach of duty by defendant. 3. A contract by which one person gives another an option to call for goods at a future time on tender of a certain price is lawful, though the person giving the option does not at the time own the goods.—*Wiggin v. Federal Stock & Grain Co.* Supreme Court of Errors of Connecticut. 59 Atl. 607.

Japan has been buying oats, barley and flour in the Minneapolis market recently.

Corn Testing Tray.

The engraving herewith illustrates the tray used by L. B. Clore, the winner of the highest award at the St. Louis World's Fair, in testing the corn sold to his customers. Mr. Clore's method of testing involves a great deal of hard work for the seed grower; but his success should encourage other seed growers to adopt his painstaking methods.



Tray for Testing Vitality of Seed Corn.

The bottom of the tray is filled with sand. The kernels of corn are placed on the sand, which is made moist. A wet cloth is put on top of the tray. After 4 days the cloth is rolled back and the kernels that did not sprout show the ears that are no good, which are to be discarded.

Each ear of corn is represented on the tray by three kernels, one from near the tip, one from the center and one from near the butt. The tray is divided into a great number of small 1-inch squares by cords stretched across at right angles, each trio of kernels having a square space reserved for it, and corresponding in the tray to the location of the ear on the rack in the seed house. By having the squares compare with the number of ears in the rack section it is unnecessary to number the squares to identify ears and kernels.

One of several advantages of this test is that each of the 432 ears represented on the tray gets the same chance to germ-

inate, and the test thus affords a comparative test as well as a vitality test.

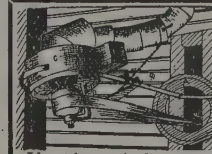
Reproduced herewith is a photograph of the corn that won the grand prize highest award at the St. Louis World's Fair, which was grown by Mr. Clore on his 128-acre farm at Franklin, Ind. These ears present a very handsome appearance and are of the variety known as the Johnson County White Dent.

SPEAR MAILING ENVELOPES

will carry your samples of Grain, Seeds and Flour safely to destination. The best envelope made, costs no more than others.

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Heywood Mfg. Co., Minneapolis, Minn.



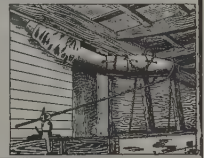
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Dept. 99, 49 Day St., N. Y. City.



Johnson County White Dent. — Ears of Corn that Made the Highest Score at the St. Louis World's Fair. Grown and Exhibited by L. B. Clore, Franklin, Ind.

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Four Trains Daily

between Chicago, Indianapolis, Cincinnati and the South, via Monon Route and C. H. & D.

Two Trains Daily

between Chicago, Louisville and West Baden and French Lick Springs.

Three Trains

Chicago to LaFayette.

Parlor Cars on Day Trains.
Palace Sleeping and Compartment Cars on Night Trains.

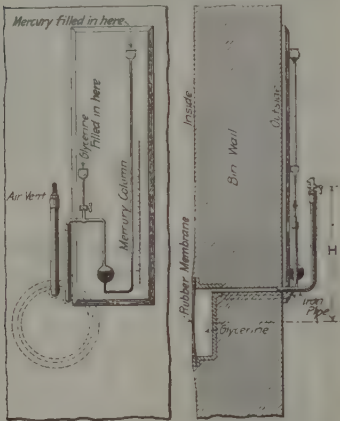
FRANK J. REED,
Gen. Pass. Agt.,
CHICAGO.

CHAS. H. ROCKWELL,
Traffic Manager.

Grain Pressure in Deep Bins.

After the completion of the new grain elevator at Buenos Aires, Argentina, interesting tests of the pressure of grain against the bin walls were made, and have been published by Eckhardt Luft, mechanical engineer, of Esslingen, Germany.

The pressure gage, shown in Fig. 1 herewith, is described by Mr. Luft as follows: The pressure gage comprises a cast-iron body or pressure chamber, open on one side, which side is then covered over by a thin sheet of rubber. This pressure chamber is imbedded in the bin wall in such a manner that the surface of the rubber membrane falls in the plane of the bin wall. Care was taken, in put-



Grain Pressure Gage.

ting the membrane in place, that the rubber sheet should not be stretched over the mouth of the pressure chamber, but should rather have some slack. As also shown in Fig. 1, two gas pipes pass from the pressure chamber thru the bin wall; one of them leads to a U-tube containing a mercury column, while the other serves as air vent during the process of filling the chamber with the liquid used. Glycerine was used at first, tho later water was also experimented with. Since the two gas pipes turned off upward from the pressure chamber and were filled with glycerine at the beginning of the test, they served to put the rubber membrane under some initial pressure from the inside. By this means it was made sure that the rubber surface would be slightly convex toward the inside of the bin. The intention was to avoid any possible concavity of the membrane; for, if the rubber surface were concave, part of the load on it would be carried by the membrane acting as a suspension structure, instead of the entire grain pressure being transmitted to the fluid. This initial pressure, of course, which required counter-balancing by a certain amount of grain placed in the bin, was taken due account of in the computations; the distance H in Fig. 1 is a measure of this initial pressure.

The size and arrangement of the bins in the Buenos Aires elevator is explained in Fig. 2. The bins are circular, 23 ft. 10 ins. and 11 ft. 3 ins. in diameter inside, and 54.8 ft. deep, constructed of concrete having round iron rods imbedded. The inside of the walls have a facing coat of cement mortar. Pressure gages were fitted to the four adjacent bins. A, B, C, D. At the time the tests were made hopper bottoms had not been put in.

During filling the pressure increased steadily, rapidly at first and then more slowly, the increase of pressure above 45 ft. depth being very slight with increase in depth. The same lot of grain when filled into the same bin 2 consecutive times did not necessarily exert the same pressure on the gage, owing to variations in the quality of the grain.

Immediately after stopping the filling the pressure decreased, until, after several hours, or days, it reached a practically constant point. This means that the grain immediately after filling has the greatest similarity to fluid, but loses it as the sustaining friction of the bin wall increases. After the filling is completed, the individual grains undergo very small changes in position, and thus adjust themselves more closely to the small irregularities of the wall surface, thereby increasing the friction against the wall. The bin-walls, therefore, are gradually required to carry more and more of the grain load, and consequently the downward pressure and the horizontal pressure are necessarily decreased.

Special importance and interest attached to the tests made with bins emptying. But even the first test of this kind gave no evidence whatever of a rise of pressure to several times the initial value, but, on the contrary, showed an actual reduction of pressure. In subsequent tests, it is true, a slight increase of pressure was observed now and then, but in each case this amounted to only a few millimeters of mercury column. In this connection, it was of much moment which of the four outlets of bin A was first opened, and whether the slide was opened slowly or rapidly. For example, if the outlet nearest to the gage was rapidly opened, the behavior of the gage was

During emptying the pressure remains at approximately the same height, or even increases a trifle, and during the last 18 ft. is higher than the pressure for the same depth during bin filling. Only in the last 6 ft. is a very rapid decrease observed.

Of a test made on bin A, Mr. Luft says: The bin is full, with the grain 16.6 meters deep. The mercury column stands at 136 mm. To avoid any sudden drop of the mercury column at the first opening of the slide, which had been previously observed, the slides c and d are opened with the greatest care and very slowly, c being opened first. The result is that the pressure slowly rises to 145 mm. when c is wholly opened and still further rises to 150 mm. when d is fully opened, with an outflow of 3,500 bus. per hour. When about 1 m. in depth had flowed out, the mercury column reached about 155 mm. The side pressure then increased to a maximum at a depth of 43 ft. of grain.

Emptying bin B showed an increase of the pressure from 96 to 120 mm. when the slide was opened fully.

As no data were available at the time the elevator was built the bins were designed to withstand the fluid pressure calculated by Prante. For example, Prante found, for a round bin 11½ ft. in diameter and 52 ft. high, a maximum pressure of 8.1 pounds per sq. in., while the bin was being emptied. Luft's tests on the actual bins showed pressures of only a little more than 5 pounds per sq. in., so that the bin walls of the Buenos Aires elevator are thicker than necessary.

Books Received

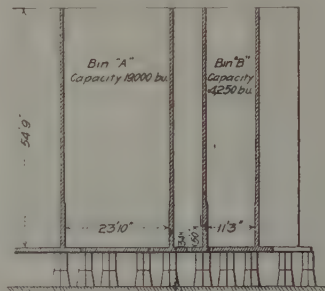
AMERICAN BREWING TRADE LIST and Internal Revenue Guide for Brewers contains the name and street address of brewers and brewmasters in the U. S., Canada and Mexico, alphabetical list of brewmasters, list of assns., and tables of statistics, together with a directory of the allied trades. No one having dealings with the brewing trade can afford to be without a copy of this list. It comprises 228 pages, 3½ x 6 ins., printed on good paper and well bound in flexible cloth cover. Issued as a supplement to subscribers of the American Brewers Review, Chicago, Ill.

Receipts of Wheat and Corn at Primary Markets.

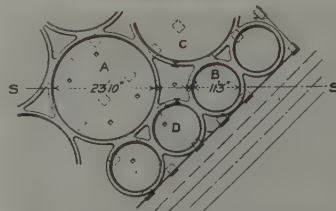
Receipts of winter and spring wheat at the leading primary markets since July 1, and prior to March 10, have been 172,380,000 bus., compared with 189,164,000 bus. for the corresponding period of the preceding year.

Corn receipts for the present crop year prior to March 10 have been 123,372,000 bus., against 119,212,000 bus. for the corresponding period a year ago.

It will be well to exercise caution in selling short for the time being. I want to see what the Government report says about the farm reserves before pressing the bear side any farther, and, besides, we are on the eve of the crop-scare season. The calamity howler will soon be heard from, and no one can tell what we may have to contend with on that score. My advices to date, however, are almost unanimous that the crop went through the winter in fine shape.—Edw. G. Heeman.



Cross Section S-S.



Bin Plan Buenos Aires Elevator.

such as to give the impression that the grain in the neighborhood of the gage flowed out in the first lot, producing a strong decrease of pressure. If the outlet was opened very slowly, or in stages, then it appeared to be more the central and higher portions which formed the flowing stream, and, correspondingly, there was no release of pressure on the membrane of the gage, and at times, in fact, a slight pressure-increase.

Supply Trade

Advertising, by promoting business growth and stability, is an excellent form of insurance.

John Lund & Co. have succeeded Lund, Rud & Co., contractors and designers of grain elevators, Minneapolis, Minn.

The rules of the Post Office Dept. forbid the mailing of sample copies of second class publications in excess of the quantity mailed to subscribers.

Jas. J. Pollard has succeeded A. A. Croft as the representative of Sprout, Waldron & Co., in Ohio and Michigan and will reside at Toledo, O.

An old advertisement is as dull and uninteresting as a month-old newspaper. One would just as soon search a last March paper for news as to read an advertisement that had been standing for a month.

The Richardson Scale Co., Park Row bldg., New York, has recently issued some new circulars containing a large engraving of the Richardson Automatic Elevator Scale installed, a number of new testimonials and additional names of users.

The best rule in advertising is to make an appeal to human interest. No advertisement is a good advertisement that fails to do that. And that appeal cannot be well made through stock forms and phrases.—Louisville Courier-Journal.

The Grain Storage Construction Co. has been incorporated at Buffalo, N. Y., to build steel grain storage tanks. The capital stock is \$25,000, and the incorporators are Ernest A. Kongleman and Thomas A. McKee, of Buffalo, and Allen Waldbauer, of New York.

The Whitman & Barnes Mfg. Co., of Chicago, Ill., has issued domestic catalog No. 57, for the hardware and implement trade, describing the harvester knives, hay carriers, hose, belting, wrenches, drills and other supplies sold by dealers in farm machinery. The book is illustrated, 110 pages, and gives prices and complete descriptions.

Joseph L. Willford has retired from the Willford Mfg. Co., of Minneapolis, Minn., his interest being purchased by his old partners, Alex. Ingraham and Walter Nicol, who have been with the company since its incorporation in 1897. Mr. Ingraham, who has been vice-president of the company, has succeeded Mr. Willford as president, and will have charge of the mechanical department.

The Carl Anderson Co., which suffered a disastrous fire, Feb. 11, at its Clinton street plant, Chicago, has arranged for new quarters at Huron and Kingsbury streets, and already has the shop running on a small scale. The increased floor space and improved facilities will enable the company to take care of all kinds of general machine work as well as the manufacture of gasoline engines.

The New Era Gas Engine Co., of Dayton, O., has just installed in its machine shop a 60-in. Colburn Boring Mill which is intended to finish fly wheels in almost one operation by the use of four or five automatic heads. With this machine, the fly wheels will be finished as nearly perfect as is possible for a modern machine

to do and in about one-fourth the time usually required. The company also expects to install a new cylinder boring machine of the latest improved style, which added to a number of new machines recently added, will enable it to turn out gas engines mechanically perfect and materially increase the output of the works, which has become absolutely necessary owing to the wonderfully growing demand for New Era Gas Engines.

Successful Wheat Corners are Rare.

May wheat squeezes which develop in February are not lasting. They may give some shorts heart failure and disturb legitimate conditions for several weeks. Big stick now is the scarcity of contract grades. It makes this a favorable season for manipulation. Czar Gates and friends have taken advantage of it. They have scared some shorts in and turned a dead May market into a lively one.

Harper broke a bank on wheat in 1887. Harper had seven Cincinnati capitalists in with him. They did not do as they agreed. Result was he and his bank went broke in June trying to corner July wheat in Chicago. He took his medicine in the Columbus penitentiary. We saw his cell in bankers' row there the other day. He is now successfully managing a large steel company. Our firm had a junior partner in those days. He lost his money on the deal, took eight thousand dollars with him, also another man's wife, skipped west and deserted his family.

Old Hutch's corner in 1888 was the most successful one. It was unexpected, and developed last two days of September. Chicago advanced from ninety cents to two dollars. Jack Cudahy was principal sufferer. He had made millions on the short side, raking in the big premiums on futures, with the Big Four. He has made millions since. Poor Hutch died almost broke. His son paid our small claim. Hutch liked to fill up or bail out the Chicago crowd. He found, as others have, that the grain markets cannot be entirely controlled very long by any man or set of men.

Joe Leiter's reign was more recent. He had great success on the bull side for several months. He fooled Armour for a while. Natural conditions favored him. He expected a May famine. He marked up his goods. The actual wheat, supplemented by prospect for a big crop, absorbed his counterfeited millions and seven real millions. Two red here was up to 1.65 in May, but he stopped buying at 1.55. Chicago May was up to 1.85. Many think he could have marketed his load at 1.25 profitably. He had nerve, honor and plenty of money, but lacked experience.—C. A. King & Co.

Barley sent to Copenhagen, Denmark, and there converted into barley malt, has undergone a chemical change which renders it a different commodity, and can not be imported free of duty under the provisions of paragraph 483, say the U. S. General Appraisers in a recent decision at New York. S. Liebmans' Sons, brewers, of New York, sent a quantity of barley to Copenhagen, where it was converted into malt and reshipped to them in New York. The importers contended that the malt should have been admitted free, while the collector assessed a duty of 45 cents per bu. of 34 pounds.

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The complete book comprises four sets of tables as follows:

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No. 33. Wheat, Clover, Peas and Potato Values, 30 cts. to \$1.59 per bushel and reducing any weight to bushels of 60 pounds. Bound in manila. Price, \$2.00.

No. 34. Barley and Buckwheat Values, 20 cts. to 1.49 per bushel, and reducing any weight to bushels of 48 lbs. Bound in manila. Price, \$2.00.

These tables can be used for Timothy Seed at 45 pounds per bushel and for Corn in the Ear at 70, 72, 75 and 80 pounds per bushel.

No. 35. The complete book contains the four sets of tables, printed on best linen ledger paper and bound in cloth half leather. Price \$6.00 per copy.

No. 36. The same as No. 35, but printed on 80-lb. book paper. Price \$5.00 per copy.

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Patents Granted

Gas Engine. No. 783,983. Chas. E. Sargent, Chicago, Ill.

Carbureter for Explosive Engines. No. 783,902. Ralph Shipman, Sunbury, Pa.

Rotary Internal Combustion Engine. No. 783,484. Hans Holzwarth, Milwaukee, Wis.

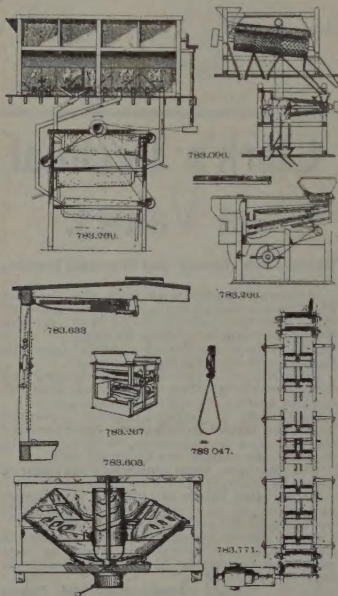
Two-Cycle Internal Combustion Engine. No. 783,194. Arthur Hardt, Cologne, Germany.

Vaporizing Device for Explosive Engines. No. 12,322, reissue. Chas. E. Dawson, Cleveland, O.

Sparkign Igniter for Explosive Engines. No. 783,158. Arthur E. Taylor, Elyria, O., assignor to the Elyria Gas Engine Co., Elyria.

Rotary Explosive Engine. No. 783,336. Chas. R. Twitchell, Dayton Heights, Cal., assignor to Brown-Winstanley Mfg. Co., Los Angeles, Cal.

Internal Combustion Engine. No. 782,812. Jos. A. Arthur, New York, N. Y., assignor of $\frac{1}{2}$ to Isidore Weill and Sanford Wolfe, New York.



Explosive Engine. No. 783,106. Arthur G. Daellenbach and Chas. R. Daellenbach, Park Gate, Pa., assignors to Daellenbach Gas Engine Co., Pittsburg, Pa.

Speed Regulator for Explosion Engines. No. 783,121. Emile Martignoni, Paris, France, assignor to Societe Anonyme des Moteurs Automobiles Herald, Paris.

Grain Door for Cars. No. 783,633. (See cut.) Frederick Hachmann, St. Paul, Minn., assignor to Brainerd S. Griffin, St. Paul. The grain door is made up of 2 hinged sections which are pivotally attached by hinges to brackets pivoted to the car body.

Car Seat. No. 783,047. (See cut.) Chas. Kachel, Buffalo, N. Y. The casing contains 3 plates rigidly inclosed, one plate having a locking lip extending up thru a space in a second plate to engage the slotted ends of the shackle, which is self-locking when inserted.

Conveyor. No. 783,771. (See cut.) Chas. H. Anderson, Chicago, Ill. The conveyor is made in sections, each having a conveyor belt and driven by a separate electric motor. The pulleys of adjacent sections are geared together. Belt tightening plates are arranged to slide longitudinally.

Blast Controlling Device for Seed Cleaners. No. 783,267. (See cut.) Jonathan Harris, Cleveland, O. The cylindrical air blast drum has an air inlet opening at each end and contains a fan provided with vanes, each vane being shaped to drive the air from the ends of the cylinder toward the center.

Grain Scouring Apparatus. No. 783,096. (See cut.) Wm. J. Booth, Park Works, Congleton, Eng. The conical grain chamber contains a shaft having agitating devices and a fan secured to it. From the large end of the grain chamber two chutes extend down, one of them closed by a hinged valve to deflect the grain and to prevent the air supply being drawn into the chamber by the fan wheel.

Grain Separator. No. 783,603. (See cut.) Jas. K. White, Mansfield, O. A casing has a main hopper opening thru its top. A vertical shaft within the casing carries a number of fan blades to produce an upward and outward suction. The cover is made of a ring split radially with its ends sprung to produce an exit, with partitions making divisions in the exit. A tubular chaff hopper is carried by the shaft.

Screen Brush. No. 783,266. (See cut.) Jonathan Harris, Cleveland, O. Endless chain conveyors are mounted longitudinally under the screens of a seed cleaning machine to carry the transverse traveling brushes. At the rear end of each conveyor link is a heel traveling on bars underneath the upper side of the conveyor, the bars having diagonal slots thru which pass pins in the sides of the shoe of the cleaner, whereby the bars are vertically adjusted.

Rice Grader and Separator. No. 783,269. (See cut.) Daniel J. Hayes, New Orleans, La., assignor of 2-3 to Harry K. Ivens and Jos. K. Boland, New Orleans. Mounted in a supporting frame is a rotary cylinder, slightly inclined and having indented pockets on its inner faces adapted to receive the rice grains and to lift them on the up-going side of the cylinder. Baffles within the cylinder retard the movement of the grains thru the cylinder. Side wings and a central trough divide the cylinder into independent upper and lower compartments.

The buying of corn so far which caused the advance of about 4c a bushel has been mostly by a crowd of local and eastern professional speculators, but it is well known that the average country speculator prefers to trade in corn rather than in wheat, for the very good reason he knows more about corn. I look for a general buying furor to set in shortly, which will carry May, July and September corn to over 50c and maintain that level or higher the balance of the year.—Edw. G. Heeman.

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The book contains 240 pages, size 10 1/4 x 15 1/4 inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

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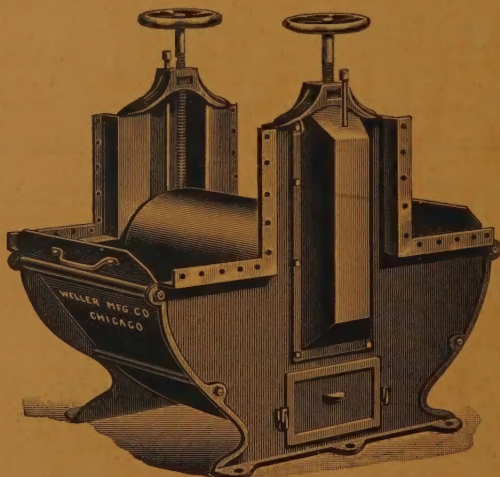
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Each page has spaces for 40 wagon loads and each book has 100 pages, making each book contain spaces for records of 4,000 loads. The book is well printed and ruled on sterling ledger paper, and substantially bound in full heavy canvas covers.

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